FOREWORD

The primary purpose of Champ Car is to enhance the sport of automobile racing through, among other things, conducting and sanctioning Champ Car races. In furtherance of this supervisory and regulatory function, Champ Car has adopted the safety and competition rules set forth in this book. These rules, as amended, supplemented or superseded pursuant to Chapter 1, are in effect for the 2005 Champ Car World Series racing season unless otherwise expressly provided. All Champ Car members, and all team, race and series sponsors, as well as every other person participating or involved in any way in a Champ Car sanctioned racing event, shall be bound by these rules, as amended, supplemented or superseded from time to time and shall be responsible for compliance therewith. It is, therefore, recommended that you read this Rule Book carefully to assure your familiarity with the rules and regulations contained herein.

The rules and regulations that govern the activities of Champ Car are intended to assist in the orderly conduct of these activities and have been set forth to establish minimum acceptable requirements. No express or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guaranty against injury or death to participants, spectators or others.

This Rule Book has been reorganized and renumbered for 2005. Actual wording and chapter/paragraph numbering is not consistent with previous editions of the Rule Book.

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COMPETITION STAFF AND OFFICIALS

Vice President of Operations – Tony Cotman

Director of Operations– Paul “Ziggy” Harcus

Steward – Beaux Barfield

Clerk of Course– Jim Swintal

Director of Logistics – Billy Kamphausen

Director of Medical Affairs – Chris Pinderski

Director of Safety – Lon Bromley

Manager of Accreditation/Registrar – Nicole Norris

Manager of Competition – Denise Swintal

Manager of Electronics – Kevin Vander Laan

Manager of Logistics – Brian Hughes

Manager of Timing and Scoring / Timekeeper – Bill Skibbe

CHAPTER ONE
GENERAL

1.1. INTERPRETATION OF CHAMP CAR RULES.
The interpretation, construction and application of these rules and any supplementary regulations by Champ Car shall be final and binding, subject to the protest and appeal procedures contained in this Rule Book. Judgmental decisions of the Officials are not subject to protest. Similarly, specific matters contained herein are expressly stated to be not subject to protest or appeal. Matters not subject to protest are also not subject to appeal.

1.2. AMENDMENT OF RULES.
Champ Car reserves the right to revise these rules and to issue supplements to them at any time without prior notice. Under extreme circumstances or emergency conditions, Champ Car may promulgate special rules which it deems conducive to the well-being of an event.

1.3. APPURTENANT DOCUMENTS.
Any and all agreements between Champ Car and participants shall be subject to the terms and conditions contained herein, in addition to the terms of such individual agreement. In the event of an irreconcilable conflict between the agreement and this Rule Book, the Rule Book terms shall be controlling.

1.4. REQUEST FOR OPINION.
Any participant may request that Champ Car issue a ruling or interpretation of any rule or procedure. All inquiries must be made in writing and electronically submitted to rules@champcar.ws. Upon receipt of an inquiry, Champ Car will answer the inquiry electronically in a timely manner and communicate the response to all participants.

1.5. CAPTIONS.
The division of this Rule Book into separately numbered chapters, sections and subsections, and the captions and headings accompanying the different sections are utilized and inserted for convenience and ease of reference only. It shall not be deemed to constitute a part of the Rule Book or to be indicative of the substantive meaning of any portion of this Rule Book, which is intended to be read, understood, construed and interpreted as a single document for all purposes.

1.6. CHAMPIONSHIP.
Any reference to "Championship" in this publication refers to the Champ Car World Series, all Champ Car activities and the points awarded to such competition.

1.7. CURRENCY.
Any reference in this Rule Book regarding the payment of funds shall be payable in U.S. dollars only.

1.8. PERSON.
The term "person" when used in this Rule Book shall be deemed to include individuals, partnerships, limited partnerships, corporations, associations, joint ventures, trusts or any other entity.

CHAPTER TWO
LICENSES, CONDUCT, AND ENTRIES

2.1. LICENSES.
Every person who participates in a Champ Car sanctioned racing event as a car owner, co-car owner, driver, official, sponsor, mechanic or other crew member must be a current member of Champ Car by holding a valid, applicable Champ Car license (hard card credential) authorizing participation. Any person applying for a Champ Car license for participation in the Champ Car World Series must be at least eighteen years of age and must be physically and psychologically fit to participate. Verification of age, physical and psychological fitness may be required. All such licenses must be secured prior to entry or participation in any Champ Car sanctioned racing event. The holder of any such license shall produce it on demand by any Champ Car official. Entrant (owner) and driver FIA licenses are a requirement for eligibility to participate in FIA listed and all Champ Car sanctioned events. Licenses will be issued for a period not longer than the season for which the application has been completed and are not transferable. All participants are subject to the indemnity and release of liability provisions set forth in 2.3. A proper release must be signed and on file with the appropriate Champ Car representative. Applications for Champ Car licenses as herein required shall be submitted to the Director of Accreditation. All applications shall be made on such forms as shall be supplied for such purpose.

2.2. LICENSE QUALIFICATIONS.
Champ Car may set and revise from time to time, without prior notice, such qualifications and requirements for issuing licenses to applicants as it deems necessary or appropriate to determine the competency of such applicant to participate both effectively and safely in Champ Car events. Champ Car expressly reserves the right to reject any license application.

2.3. LIABILITY.
Every track owner, race Organizer/Promoter, race car owner, driver, mechanic or other person in applying for or receiving a license or being permitted to participate or participating in a Champ Car sanctioned event, and any person accepting an official appointment or acting in an official or regulatory capacity in connection with any Champ Car sanctioned event hereby agrees to be bound by the rules and regulations, as amended, and the official Organizer/Promoter Agreement and in recognition of the hazardous nature of automobile racing, assumes all of the risk by reason of his participation or association with automobile racing and does for himself or herself, his or her heirs, executors, administrators, successors and assigns, release and discharge Champ Car, the Champ Car World Series and its respective officers, officials, event staff, agents, employees, successors and assigns for any and all liabilities for personal injuries that may be received, and from all claims and damages for injury to person or property growing out of or resulting from any race, races, or any other competitions whatsoever, including qualifications, practice runs and/or exhibitions or other appearances whether contemplated or held under these rules or caused by any construction or condition of any track or tracks, equipment, race cars or other devices used therefore, or by reason of any alleged cause or condition of any nature whatsoever.

2.4. DRIVER REQUIREMENTS.
In addition to the qualifications imposed pursuant to the preceding sections, it shall be the responsibility of the applicant for a Champ Car driver license to comply with the following requirements:

2.4.1. A " Champ Car Medical Examination Form for Champ Car /FIA Driver's License" must be on file prior to any driver being issued a license. Such form must certify the results of an examination conducted not prior to December 1 of the year preceding the season for which the license application is made.

2.4.2. Drivers must possess a valid International FIA Grade A or higher license.

2.4.3. Drivers with fewer than two (2) Champ Car World Series race starts (new drivers) must file the "New Driver Application" form. In addition, new drivers must complete a driving test prior to the start of the first event in which that driver intends to compete. This test shall be under the supervision of the Race Director or his assignee and the evaluation of such tests is within the sole discretion of the Race Director and is not subject to protest. This test may be waived at the discretion of the Race Director for drivers already holding a current FIA grade "A" or higher license. New drivers are responsible for all costs relating to this test, including travel costs incurred by the Race Director or his assignee and a non-refundable one thousand dollar ($1,000 U.S.) test fee. This fee must be on deposit with Champ Car, or as may be otherwise directed, prior to the scheduling of such a test. Any driver who has not competed in the preceding Champ Car season may also be subject to the requirements contained in this subsection. All new driver applicants are subject to the indemnity and release of liability provisions set forth in 2.3. A proper release must be signed and on file with the appropriate Champ Car representative.

2.4.4. Driver Competition Requirement. Any driver who does not compete in a Champ Car sanctioned Champ Car event in a period of eighteen consecutive months may be required to pass a driving test to the satisfaction of the Race Director. Licenses will not be issued to drivers that are not current.

2.4.5. Rookie Driver. A rookie driver is defined as a driver who has not competed in more than two Champ Car events in any one season or a total of five in his career. The Race Director has the discretion to declare any new driver ineligible for rookie status based on the driver's prior career accomplishments in other world class racing series. This decision by the Race Director will be made prior to the first event of any driver and is not subject to protest or appeal.

2.4.6. Rookie Driver Eligibility Requirement. Rookie drivers who have not, in the opinion of the Race Director, complied with the requirements herein will not be allowed to participate in any Champ Car sanctioned open test session or event.

2.4.7. Driver Participation Requirements (non-competition). Each Champ Car licensed driver will be required to participate in meetings, pre-race media and promotional activities, post-session and post-race media activities, ceremonies, and other media/fan-related activities. The "Mandatory Driver Participation Requirements" document will be prepared by Champ Car PR staff and will be distributed to team public relations representatives prior to the first race of the season. The "Race Week Activities Schedule" for each race will be distributed to team public relations representatives no later than Monday of said race week. Amendments and updates may be distributed throughout the season and will take effect immediately upon issuance.

2.4.8 Mandatory Penalties. Any unexcused absence, tardiness or failure to comply with either the "Mandatory Driver Participation Requirements" or the "Race Week Activities Schedule" will result in one or more penalties being assessed, as provided in Chapter 10 of this rule book. Penalties may include, but will not be limited to, required attendance at additional media, promotional, and/or fan activities. No appearance fee shall be paid and any resultant additional travel expense to serve said penalty shall be the sole responsibility of the driver/team.

2.5. ENTRANT REQUIREMENTS.

An entrant is a race team that is properly registered with Champ Car, that has the equipment, resources and personnel (including a Champ Car licensed race car driver) necessary to compete and has been assigned a competition race car number. In addition to a license and other qualifications set by Champ Car, all entrants (race teams) must obtain a current FIA Entrant's License.

2.5.1. Entrant Participation Program. All entrants shall subscribe and adhere to the Entrant Participation Program. Failure to comply will result in denial of competition privileges and/or penalties may be assessed as provided for in Chapter 10 of this Rule Book.

2.5.2. Entrant Ceremony Participation. Team owners and race cars are required to participate in all winners circle and podium ceremonies as required by Champ Car. Failure to appear and participate will result in loss of all Championship points earned at the event.

2.6. CONDUCT.
Persons whose appearance, conduct, associations or affiliations, on or off the track, are deemed not conducive to the best interest of this sport or who exhibit conduct which is inappropriate, offensive, abrasive or in bad taste, and persons who have been convicted for criminal activity may be denied membership or license or may be excluded or suspended from Champ Car at the discretion of the Vice President of Operations or the Race Director. Participants engaged in any event, public appearance, media activity or any other situation relating to their participation in the series must refrain from intentional physical contact with any participant, inappropriate or profane language, fraud, and unsportsmanlike behavior. At the sole discretion of Champ Car, participants who exhibit behaviors deemed inappropriate or unsportsmanlike, prejudicial or detrimental to the best interests of the sport, or detract from the enjoyment, appreciation or interests of the fans, sponsors or other supporters of the sport, may be penalized as provided for in Chapter 10 of this Rule Book. Such penalties are not subject to protest or appeal.

2.6.1. Conduct Detrimental to the Corporation. The Champ Car President is empowered to impose a fine up to five hundred thousand dollars ($500,000 U.S.) and/or impose suspension of any participant or team that is found guilty of conduct detrimental to the corporation or the corporation's clients.

2.6.2. Following the Instructions of the Officials. Every participant must follow the instructions of the Officials as such pertain to the procedures and rules that govern the organization and competition of any Champ Car sanctioned activity.

2.6.3. Criticism of the Officials. Any participant that publicly criticizes the Officials will be considered to be acting in an unsportsmanlike manner, prejudicial or detrimental to the best interests of this sport.

2.7. ANCILLARY ACTIVITIES.
Entrants shall participate in ancillary activities held in conjunction with Champ Car World Series events as prescribed from time to time by Champ Car. Non-participation in scheduled activities shall result in the assessment of penalties per Chapter 10 of this Rule Book.

2.8. ENTRIES.

2.8.1. Eligibility. No entrant shall be eligible for participation in a Champ Car sanctioned competition unless such entry is eligible to compete as determined by the Race Director and the following provisions are met:

2.8.1A. A current entrant (owner) membership fee for that entry is paid, including required insurance coverage payments, or has previously been paid, unless otherwise provided in this Rule Book,

2.8.1B. The entrant (owner) possess a current FIA Entrant's License,

2.8.1C. An Official Entry Form for that entry has been completed and returned to the Director of Accreditation.

2.8.1D. All applicable fees, as prescribed by Champ Car, have been paid.

2.8.2. Withdrawal. An entry once made and accepted shall constitute a legally binding contract and an entry may only be withdrawn without penalty with the consent of the Race Director for good cause shown. An entrant or driver accepted to participate in a competition who fails to participate shall forfeit the entry fee and may also be penalized as provided for in Chapter 10 of this Rule Book.

CHAPTER THREE
OFFICIALS AND EVENT STAFF

3.1. GENERAL.
The Officials and event staff, whose duty it shall be to direct and control all Champ Car sanctioned racing competitions, shall include at least the following positions:

Race Director
Stewards
Starter
Timekeeper
Technical Director
Director of Safety
Registrar

Any of the aforesaid Officials and event staff may have assignees to which specific duties may be delegated. The Officials shall be responsible for the administration of these rules. Such Officials and event staff personnel shall have the authority set forth in this Rule Book to perform their prescribed duties. Such authority shall not be exceeded. Champ Car Officials, event staff and their assistants shall not be excluded from any applicable insurance coverage provided by a race Organizer/Promoter.

3.2. APPOINTMENT OF OFFICIALS AND EVENT STAFF.
The Race Director and the Technical Director shall maintain a list of qualified individuals from which the selection of the Officials and event staff for all Champ Car sanctioned racing competitions shall be made. The Officials, event staff and their assistants must be licensed members of Champ Car. No licensed owner, co-owner, driver, mechanic, crew or other team member, race Organizer/Promoter or employee thereof may qualify as a Champ Car official or event staff person. Champ Car may set and revise such qualifications for Officials and event staff personnel as it may deem necessary or appropriate. The Race Director and the Technical Director will be appointed by Champ Car. All other Officials and event staff will be appointed by the Race Director and the Technical Director.

3.3. RACE DIRECTOR. The Race Director shall be the chief representative of Champ Car at Champ Car sanctioned events and shall have broad authority over all participants and activities, in cooperation with civil authorities, to maintain the proper conduct of all events. The Starter, Stewards, the Director of Safety and the Timekeeper shall function under the direct supervision of the Race Director. The Stewards shall be responsible for all judgmental decisions during all on track sessions and the race, any resulting actions, penalties and dispute resolution.

3.4. TECHNICAL DIRECTOR.
In all Champ Car sanctioned racing competitions, the Technical Director shall supervise the technical aspects of the competition. The Technical Director shall have authority to conduct before, during and after a competition such inspections and examinations of the race cars entered in such competition as may be deemed necessary or appropriate to determine compliance with all rules and supplementary regulations applicable to such competition and to ascertain whether any potentially dangerous condition may exist. Any such violation or condition shall be reported immediately to the Race Director.

CHAPTER FOUR
ORGANIZATION OF EVENTS

4.1. GENERAL.
Champ Car will sanction and/or conduct racing competitions (in conjunction with FIA affiliates, as required) organized and promoted by race Organizers/Promoters approved by Champ Car, which shall be associate members of Champ Car, through the execution of the Official Champ Car Organizer/Promoter Agreement. The Organizer/Promoter Agreement will become effective upon written acceptance by Champ Car. Champ Car retains the sole and exclusive right to refuse to sanction, withdraw or cancel any agreement it deems to be in violation of its powers, duties or responsibilities.

4.2. DUTIES OF ORGANIZERS/PROMOTERS.
The Race Organizer/Promoter agrees to abide by all provisions of the Champ Car Rule Book. It shall be the responsibility of the Organizer/Promoter to effectively organize the racing event at its expense, i.e., to procure the required insurance, implement appropriate safety measures, provide complete course security, provide the necessary personnel and adequate facilities as required by Champ Car for officials, competitors and other participants to ensure the appropriate environment for a Champ Car sanctioned competition as required by Champ Car, assist Champ Car in the securing of entries, etc., as required by Champ Car and Champ Car shall incur no liabilities for any of the Organizer/Promoter functions. It is incumbent upon the race Organizer/Promoter to maintain the course in a safe condition and the Organizer/Promoter shall take whatever action may be directed by the Race Director to assure safe track conditions. Approved barriers and safety devices must be installed as specified by Champ Car. The Organizer/Promoter must provide such safety equipment, i.e., fire equipment and personnel, medical staff and ambulances, wreckers and tow trucks, course communication system, etc., as specified by Champ Car.

4.3. INSURANCE.
Organizer/Promoters of Champ Car sanctioned events will provide such insurance coverage as is required in the Official Organizer/Promoter Agreement. In no event shall the scope or limit of such insurance be less than as required by Champ Car. Any accident or liability insurance provided by the Organizer/Promoter specifically for Champ Car participants must be endorsements to the existing Champ Car policy. Proof of Insurance must be made available to Champ Car at least thirty (30) days before the event.

4.4. COMPANION RACES.
Champ Car will not provide personnel or services to any companion race not sanctioned by Champ Car. Any companion race will be run according to the rules and regulations of the sanctioning organization of the companion race.

4.5. COURSES.
The selection of any course for competition shall be subject to inspection and approval by Champ Car in accordance with FIA guidelines. In the event that the course is not so approved, the Organizer/Promoter Agreement for the competition may be revoked by Champ Car without further liability.

4.6. CREDENTIALS.
The Race Organizer/Promoter shall issue passes to areas appropriate for the duties of non-Champ Car personnel, including the press, radio and TV personnel, and to employees of the race Organizer/Promoter directly involved in the conduct of the event. Champ Car shall issue passes to licensed Champ Car personnel, including drivers, mechanics, officials, event staff, etc., who may be involved in the event, and to any other personnel as Champ Car may deem appropriate. Notwithstanding the foregoing, the Race Director shall retain authority at all times over all personnel in or adjacent to the racing area and may remove any person not directly involved in the operation of the race. All credentialed persons are bound by the rules set forth in this Rule Book which pertain to conduct and safety. In addition to penalties stated in this Rule Book, misuse of a pass or credential is subject to severe civil and criminal penalties and violators will be prosecuted to the fullest extent possible. The mandatory minimum penalty for misuse of a credential issued by Champ Car is a fine of five thousand dollars ($5,000 U.S.) or the suspension from participation at a minimum of fifteen (15) Champ Car sanctioned events. Access is limited as set forth by the provisions of this Rule Book.

CHAPTER FIVE
TESTING

5.1. TESTING NOTIFICATION.
Written notification of all Champ Car testing or any other activity pursuant to Chapter 5 must be registered with the Champ Car Competition Department and the Champ Car insurance company(ies) of record prior to the commencement of any such activities. No team may test at a facility to the exclusion of other Champ Car World Series team. The facility, however, may determine in the interest of safety the number of teams that will be permitted to test during a test session. Penalties may be imposed by the Race Director for any testing done without prior registration. Each team is responsible to accurately report and track their test activity to ensure compliance with the published test policy. Champ Car shall maintain a record of all testing done by each entrant.

5.2. ANNUAL TESTING CALENDAR. Test dates will be allocated on an annualized basis, i.e., end of one season through the end of the following season.

5.3. ALLOCATION OF TEAM TEST DAYS. Test days are allocated to Champ Car entrants and are not transferable. Manufacturers and suppliers that have declared their intent to compete may only test through a registered team or other provision stated herein.

5.3.1. Team Test Days. The total test day allocation is eight (8) test days per team entrant. None of these days may be used prior to November 29, 2004. The eight (8) days may not be used during blackout periods.

5.3.2. Rookie Test Days. Each entrant with a licensed rookie driver who is entered to drive in the current Champ Car World Series season shall be allotted up to a maximum of four (4) additional test days for the entered rookie driver. Such rookie test days will not be counted against a team's annual testing allocations; however, such tests are not provided for in a team's tire allocation. Therefore, tires supplied for this purpose must be arranged by the team with the tire manufacturer. Entrants are limited to twelve (12) dry type tires per rookie test day.

5.3.3. 2004 Atlantic Team Entrant Test Days. Former Atlantic full season entrant teams that become full season 2005 Champ Car World Series team entrants will be allocated two (2) additional test days. Such test days are not provided for in a team's tire allocation. Tires supplied for this purpose must be arranged by the team with the tire manufacturer. Entrants are limited to twelve (12) dry type tires per new entrant test day.

5.3.4. Evaluation Days. For purposes of driver evaluation only and not for race car or component testing purposes, the Race Director may allot 'evaluation days' for drivers who have not yet driven a race for a team; for drivers replacing another driver mid-season; or who have been absent for medical reasons. No driver may be allotted more than two (2) evaluation days per team and no more than four (4) days total in a given season. No team will be allotted more than four (4) days total in a given season. Such days will be allotted on an extraordinary basis at the discretion of the Race Director. These evaluation day tests may not be conducted at race tracks where Champ Car races are yet to be contested during the 2005 season.

Under no circumstance will an evaluation day be granted for a driver that has competed in the current or a previous Champ Car World Series season, unless the driver is not under contract to a Champ Car World Series team **and** the entrant has made a commitment for an additional entry for the next full season or has an open seat for the upcoming season in a current entry. Such evaluations will be limited to one (1) day.

The Race Director or a Steward must be present at any evaluation day granted. Teams will be responsible for all travel arrangements and all expenses related to the attendance of the series representative.

Evaluation days will not be counted against a team's testing allocations and such tests are not provided for in a team's tire allocation. Therefore, tires supplied for this purpose must be arranged by the team with the tire manufacturer. The facility and date selected for any evaluation day is at the sole discretion of the Race Director. Entrants are limited to twelve (12) dry type tires per driver evaluation day.

5.3.5. 2004 Atlantic Driver Test Days. Each full season Champ Car team entrant will receive two (2) additional test days to be used exclusively with eligible Atlantic drivers as outlined below. These test days must be used between November 29, 2004 and the first Champ Car race event of the 2005 Champ Car season. Such tests are not provided for in a team's tire allocation. Therefore, tires supplied for this purpose must be arranged by the team with the tire manufacturer. Entrants are limited to twelve (12) dry type tires per day.

5.3.5A. Eligible drivers are the top ten points earnings drivers in the 2004 Toyota Atlantic Championship. Any driver in the 2004 top ten already signed to a Champ Car World Series full season contract or other series full-season contract for 2005 is ineligible and an alternate from the 11th thru 15th points positions, in that order, will be nominated.

5.3.5B. Each eligible Atlantic driver is limited to a total of four (4) Champ Car tests days.

5.3.5C. Teams that have tested an Atlantic driver under this provision will not be allowed an evaluation day for that same driver at any time.

5.3.5D. An Evaluation Day will not be granted to any team for use on a day immediately consecutive to an Atlantic Driver Test Day with the same driver.

5.3.6. Partial Season Entrants. Partial season entrants will be allocated a reduced number of test days. Champ Car shall have broad discretion to allot test days to partial season entries on a prorated basis. In any case, the number of test days allocated to a partial season entrant will not exceed the number of test days provided for herein.

5.3.7. New Entrants. New entrants to the series during the course of the season may be allocated test days beyond the normal scope of these rules.

5.3.8. Commercial Purposes. Race cars may be run for commercial, sponsor and public relation purposes without the assessment of any test days. Such activities must be under the supervision of Champ Car. Champ Car must be reimbursed any costs related to this supervision.

5.3.9. 50 Mile Days. Each full season entrant is entitled to one (1) additional test day consisting of no more than fifty (50) miles on track using dry-type tires. The intent of this day is to replace a scheduled test day lost due to unforeseen circumstances and therefore may not be scheduled in advance. At the discretion of Champ Car, a maximum of one set of dry type may be allocated for the additional day. In the event of rain, teams may test with wet-type tires on this day without mileage restrictions. No additional test days will be allotted based on unforeseen circumstances.

5.3.9. Open Tests. Champ Car may organize open tests for Champ Car entrants. The scheduling of these days will be at the discretion of Champ Car. The Spring Training open test will consist of three (3) on track days and each entrant will be assessed two (2) days from the team test day allocation. Appearance at Spring Training is mandatory.

5.4. ASSESSMENT POLICY.

5.4.1. One (1) driver with two (2) or more race cars - one (1) test day will be charged.

5.4.2. Two (2) or more drivers with one (1) race car - one (1) test day will be charged.

5.4.3. Two (2) or more drivers with two (2) or more race cars - one (1) test day will be charged for each combination of race car and driver.

5.4.4. A test day will be charged against the team's allocation for each facility or location that a team tests at on the same day.

5.4.5. A test day will be charged against the team's allocation for each driver that tests on the same day if more than one race car is used during that test day unless the race car is replaced due to damage or mechanical failure.

5.4.6. Except as otherwise provided for herein, a full test day will be charged against a team that runs a race car for any purpose or duration.

5.5. MISCELLANEOUS.

5.5.1. Any entrant that exhibits control over more than one entry regardless of the name of the entry will be allocated test days pursuant to 5.3.

5.5.2. Tests of Champ Car components by means other than a Champ Car type chassis will not count as a Champ Car test.

5.5.3. Activities of a team that tests during the season but does not compete will be investigated for subterfuge. Appropriate penalties and assessment of test days will be imposed upon any knowing beneficiary of tests completed by a non-participating entry or entity.

5.5.4. Champ Car may require special tests at any facility when such tests are deemed necessary for safety reasons, for the well being of the event, for the benefit of the series or to test a new driver as prescribed in Chapter 2.4.4. of this Rule Book. The facility and date selected for any special test is at the sole discretion of the Race Director.

5.5.5. Other than specifically provided for herein, the in season testing of any Champ Car by any team, driver, team member or any other person(s) or organization for the benefit of, in collusion with or with the expressed or implied consent of any such team, will not be allowed except as specifically provided for herein. Any knowing use of any such test by any team, participant, other persons or organization that participates or demonstrates intent to participate during the current season contrary to any provision herein will be considered a violation of this rule. Any act of subterfuge, as may be determined by Champ Car to conceal such test, shall not be allowed and will be considered a violation of this rule. The mandatory penalty for violation shall be the loss of all series points awarded during the then current season, exclusion from one Champ Car sanctioned Champ Car World Series event (the event to be determined by Champ Car) and a fine of fifty thousand dollars ($50,000 U.S.). The decision by Champ Car as to whether any in season testing provision has been violated and the assessment of the prescribed penalty is not subject to protest.

5.5.6. No Champ Car entrant may use Champ Car chassis, equipment, personnel or team resources to perform testing of any type for any other racing team in any series, any manufacturer or other third party. The mandatory penalty for violation shall be the loss of all series points awarded during the then current season, exclusion from one Champ Car sanctioned Champ Car World Series event (the event to be determined by Champ Car) and a fine of fifty thousand dollars ($50,000 U.S.). The decision by Champ Car as to whether any testing provision has been violated and the assessment of the prescribed penalty is not subject to protest.

5.6. BLACK OUT PERIODS 2005 test pre-season blackout days are listed in Table 1. The table and additional blackout days shall be consistent with the following criteria:

5.6.1. All days during a scheduled Champ Car open test shall be blackout days.

5.6.2. Seven (7) days preceding and seven (7) days following an event held outside the North American continent shall be blackout days.

5.6.3. Days between consecutive or back-to-back races will be blackout days.

5.6.4. Champ Car shall designate certain holiday periods as blackout days. Blackout periods are the celebrated day plus one (1) day before and after for New Year's, Easter, July 4th, Thanksgiving and Christmas through year end.

5.6.5. Fourteen (14) days following the last race of the season.

5.6.6. Three (3) days before and one (1) day after any scheduled race event shall be blackout days. The provisions of 5.6.7. shall not apply to this type of blackout event. The event starts on the day that Technical Inspection begins.

5.6.7. A team may request permission to test during the first day of a blackout period should that day be the next consecutive day after a scheduled test day that has been aborted for good cause. Test days will be charged consistent with the assessment policy.

5.7. TESTING DURING THE SEASON. Testing at a facility where a Champ Car sanctioned Champ Car World Series event will be held must end on the fourteenth (14) day prior to the scheduled race date. At any oval facility with a bona fide road circuit, testing may continue on the road circuit but must end on the 7th day prior to the scheduled race. Champ Car may allow tests during this testing blackout period at such a facility provided that the participant(s) request permission in writing to forfeit the right to enter and/or participate at such facility in Champ Car sanctioned Champ Car competition during the current season. Application to test must be filed with the Race Director in a timely manner so as Champ Car may investigate and determine all relevant circumstances. Any team or organization that registers with Champ Car to compete in Champ Car sanctioned Champ Car races, that has tested at a facility covered by this rule prior to obtaining membership in Champ Car, may not enter and/or participate in Champ Car competition at such facility(ies) during the then current season. Written approval from Champ Car must be issued prior to any test during this period. Testing at such facility may resume the day following the completion of the Champ Car event and continue through to the fourteen (14) day period previously stated. Any facility covered by this rule that permits a test of a Champ Car prohibited by this rule without the permission of the Race Director shall be deemed in violation of this rule and subject to a fine of fifty thousand dollars ($50,000 U.S.).

5.8. TESTING DURING EVENT. Testing is prohibited at a facility once an event begins through the conclusion of the event even if the event is postponed or rescheduled.

5.9. TIRE ALLOCATION. Tire allocation for test days is referenced in 9.13.

5.10. COMPONENT TESTING. Manufacturers and suppliers of Champ Car components for Champ Car sanctioned competitions may request permission to organize in-season test(s) beyond the scope of these testing rules. Approval must be obtained from the Race Director prior to the test(s) which will only be granted in extraordinary circumstances. The Race Director may allot additional test days on an extraordinary basis but only on well documented, demonstrable, clear and present safety concerns; not on performance issues.

CHAPTER SIX
EVENTS

6.1. GENERAL.
The term "event" when used in this Rule Book shall include the particular competition as well as any other race related activities or any other activities associated with such competition. Every person involved in any way with Champ Car or a Champ Car sanctioned racing event shall maintain proper behavior and sportsmanship and shall not detract from the reputation of Champ Car or the sport of automobile racing. The consumption or unauthorized presence of alcoholic beverages by any participant in the working paddock, garage and pit areas and on the race track and in any other area under the control of the Officials is prohibited until the day's scheduled activity has been concluded. The illegal possession or use of controlled substances by participants is strictly prohibited. Any person who at any time or place is guilty of improper conduct (ref. 2.6.) relating to Champ Car or a Champ Car sanctioned racing event may be penalized as provided in this Rule Book.

6.2. OFFICIAL NOTICES.
In addition to this Rule Book, bulletins, memos, advisories and results containing information pertinent to the series and/or the event will be issued. The Champ Car competition/operations frequency will be 457.0125/PL 203.5, whenever possible. This frequency will be used to periodically broadcast important competition/event information to Champ Car teams. Participants are required to monitor this frequency. During on track sessions teams are required to monitor ChampView timing screens for electronic messages from Race Control.

6.3. ACCESS.
No team participant or team equipment may enter an event facility prior to the facility opening dates and times listed on the event schedule. Any exception must be approved in advance by Champ Car. Persons allowed to enter a facility prior to the start of an event shall not enter the pit lane, race track or any other restricted or secure area. The Race Director has authority at all times over all personnel in the racing area and may remove any person not directly involved in the conduct of the race. Furthermore, during the course of a race, only the Officials and their assignees shall be permitted on the race track proper and only to the extent required to allow them to perform their official duties. Persons in restricted areas may not enter team areas unless invited. They must obey the instructions given by Champ Car Officials and security personnel in regards to their safety and well being and may not interfere in any way with the activities of Champ Car participants or the event. Commercial activities unless specifically authorized by Champ Car are prohibited. All credentialed persons are bound by the rules set forth in this Rule Book which pertain to conduct and safety.

6.4. TEAM PERSONNEL.

6.4.1. Team Manager. At the start of the season, each Team Owner must declare, on the season entry form, the Team Manager for that entry. The Team Manager will be the sole representative for the team to Champ Car at all race events. The Team Manager shall be responsible for his own conduct and for the conduct of all team members, including the Team Owner(s) and Driver(s), at all times. The Team Manager will be subject to disciplinary action resulting from any action or statement of anyone associated with the team.

6.4.2. Maximum Number of Crew Members. The maximum allowable number of working crew members per entered race car at a race event is fifteen (15). This restriction does not apply to team owners, marketing personnel and public relations personnel. Violations will be subject to penalties pursuant to Chapter 10, including loss of Championship points.

6.4.3. Participant Working Areas. No team personnel other than a competing driver are permitted on the race track, without permission of the Race Director. Team personnel are restricted to working areas prescribed in this Rule Book and general admission areas and must not interfere with normal activities. Entry without invitation or permission into any area set aside for use by the Officials is prohibited.

6.5. EVENT SCHEDULE.

6.5.1. The event schedule will be governed by the criteria below. Adjustments to the standard schedule for two day and night race events will be made at the discretion of the Race Director. The Race Director shall have the authority to revise the event schedule beyond the scope of this criteria should extraordinary circumstances exist.

6.5.1A. Time Certain. All activities are time certain unless specifically otherwise noted. Every reasonable effort will be made to start activities on time. Regardless of actual start time, activities will end as listed on the event schedule published by Champ Car.

6.5.1B. **First Day On Track Activities.** The first day on track activities at all events will consist of a seventy-five (75) minute practice session. At road courses there will also be a sixty (60) minute qualifying session. At oval events, there will be a second practice session of seventy-five (75) minutes. A window of two hours and thirty minutes shall be provided between these sessions at all events. The afternoon session at all events will not be scheduled to end later than 3:00 p.m.

6.5.1C. Second Day On Track Activities. At all events, activities will consist of a sixty (60) minute practice session and a sixty (60) minute qualifying session. A window of two hours and thirty minutes shall be provided between sessions at all events.

6.5.1D. Warm Up. The pre-race practice (warm up) will be scheduled to begin four (4) hours prior to the start of the race.

6.5.2. Circuit Orientation. An on track orientation session will be scheduled for drivers and a team representative on the day before the first event day. No other pre-event race track access will be permitted.

6.5.3. Paddock Access Restrictions. On the day prior to the first Champ Car on track activity, the Champ Car paddock will open at 8:00 A.M. to team set up personnel only. Set up personnel are limited to three crewmembers per entrant. The Champ Car paddock will open at 12:00 noon to all other team personnel. The Champ Car paddock will close at 8:00 P.M. In the event that team trucks are allowed in on prior days pursuant to the event schedule, the trucks will be parked and only minimal set up by team truck drivers will be allowed. Adjustments to these times for two day events and other unusual circumstances may be made at the discretion of the Race Director. Violations will be subject to penalties pursuant to Chapter 10.

6.6. PRE-RACE MEETING.

Prior to every Champ Car sanctioned competition the Race Director shall conduct a meeting during which all drivers and team managers shall be briefed on the rules and regulations pertaining to that competition. This meeting will convene one (1) hour after the conclusion of the final Champ Car qualifying session. It shall be held under the sole and exclusive direction of the Race Director. Driver and team manager attendance at this meeting is mandatory. Failure to attend shall result in a minimum fine of one thousand dollars ($1,000 U.S.) and shall negate any protest or action for any infraction of rules discussed at the meeting. Approval by the Race Director one day prior to the meeting is required to allow any activity or attendance of any person for any purpose other than stated herein.

6.7. TECHNICAL INSPECTION.

It is the responsibility of the entrant to ensure that their race car is in full compliance with all rules. Mandatory technical inspection will be required following all qualifying sessions and races at the discretion of the Officials. Any race car not in full compliance with the rules is subject to penalties pursuant to Chapter 10.

6.8. PRIMARY AND SPARE CAR.

Entrants must declare which race car is the primary car at the start of the event. A Declared Race Car sticker will be affixed to the race car by the Officials. Only one race car per entrant will be stickered for use during the event. Only race cars displaying the sticker will be allowed on the race track.

6.8.1. A spare car may not be used during any phase of an event unless the primary car incurs non-repairable damage or in the event of other extraordinary circumstances, as approved at the discretion of the Technical Director. When use of a spare car is approved, the Declared Race Car sticker will be removed from the primary car.

6.8.2. Spare cars may be inspected but will not receive a Declared Race Car sticker unless the primary car is removed from competition for the remainder of the event.

6.9. DEFACING FACILITY PROPERTY.

Modifying or damaging any event facility property is forbidden. Paint or other permanent markings may not be used to mark any surface at an event facility unless specific permission is obtained in advance. Only tape, chalk or other removable marking materials may be used to mark the pit surface. Teams must remove all markings and signage installed by the team at the end of the event.

6.10. PIT LANE - GENERAL.

6.10.1. Pit/Garage Assignment. Teams shall be assigned a pit area to accommodate the race car's equipment, repairs, fueling, etc. All equipment must be organized within the confines of the assigned area and shall not block or interfere with safety lanes.

6.10.1A. Pit Selection. The order of pit selection by teams shall be determined by points earned for finishing positions from the official posted results at the preceding event. Selection will start with the winning car. Any multiple car team requiring adjacent pits for that team's entries will make their selection based on the average of points earned on the finishing positions of the race cars that are to be pitted together. Teams that have participated in the previous event and declare additional entries will select the pit location for the additional entries after all other selections have been made by competitors of the previous event. Remaining entries will select their pit location in order of receipt of entry and payment of all applicable fees. Full season entrants without a last event finishing position will be given preference over selected event entrants without a last event finishing position.

Pit selection order for the first event of each season will be based on the best finishing position a team earns during the last event of the previous season. Multiple car teams finishing positions will not be averaged for the first season event pit selection. Teams with multiple declared full season entries will be allowed to select adjacent pits based on the teams single highest finishing position from the last event of the previous season.

6.10.1B. Champ Car reserves the right to reassign pit locations based on the number of entries, the nonparticipation or withdrawal of an entry, or for any other reason necessary to properly conduct the event.

6.10.1C. Garage and/or transporter locations will be assigned by Champ Car.

6.10.2. Pit Lane Attire.

6.10.2A. Participants. Tank tops and open-toe/open-back shoes are not appropriate attire for crew members, support personnel or Officials at events. Participants so attired must leave the pit area during any scheduled on track activity. Short pants are not permitted in the pit lane at any time on race day.

6.10.2B. VIP and Guests. Persons not properly attired must remain behind the pit wall during any on track activity and must leave the pit area fifteen (15) minutes prior to the scheduled start of the race. Required proper attire includes full length pants, shirts fully covering the shoulders and closed toe/closed back shoes. Once the race cars leave the grid, it is recommended that any person remaining in the pit lane wear fire retardant clothing.

6.10.3. Minors. All minors must leave the pit area thirty (30) minutes prior to the scheduled start of practice, qualifying or the race.

6.10.4. Behavior. Participants are responsible for the safety and behavior of their guests while in the pit and paddock areas.

6.10.5. Smoking. Smoking is not permitted in the pit lane at any time.

6.10.6. Pit Box Set Up, Equipment and Race Car Placement.

6.10.6A. Compressed Air Bottles. All compressed air bottles, air lines and air hoses must be confined to the assigned pit and kept behind the pit wall. Any air bottle with its protective cap removed must be positioned upright and be securely fastened. Alternate methods of securing air bottles must be specifically approved by the Technical Director. A guard to protect the regulator and fittings must be in place at all times during the event.

6.10.6B. Mandatory Fire Prevention Equipment. Two (2) two and one half (2½) gallon pressurized water extinguishers or the equivalent are mandatory in each pit. A third 2½ gallon pressurized water extinguisher with Coldfire is recommended. A gauge or current inspection tag shall be attached to each such fire extinguisher. In addition, several five (5) gallon open buckets of water are mandatory in each pit at all times.

6.10.6C. Scoring Stands. Scoring stands shall be limited to a maximum height of seventy-two (72) inches. Shields, awnings or umbrellas may extend above the allowable maximum height when such additions are approved by Champ Car.

6.10.6D. Equipment Placement. Each competitor must position all equipment including the race car in a manner that will not interfere with the running of any Champ Car event.

6.10.6D.1. Any participant who, in the opinion of the Officials, positions equipment so as to create a hazard or disruption of the event or to interfere with the activities of another competitor may be penalized pursuant to Chapter 10.

6.10.6D.2. Only one race car per entrant will be allowed in the pit lane at any time. Work may only be performed on race cars in the pit box, garage or transporter area assigned to that team. The entrant's spare car must remain in the team's assigned garage or transporter area at all times.

6.10.6D.3. The Team Manager is responsible for the safe movement of the race car whenever it is being towed or pushed about the pit, paddock or adjoining areas.

6.10.6D.4. The driver of a race car being removed from the race track by means of a rope tow must wear a helmet, gloves and be secured with lap belt and shoulder harness.

6.10.6D.5. Bridging equipment or booms over the race car are prohibited.

6.10.7. Speed Limit. Unless otherwise specified, a maximum speed limit of 50 MPH will be enforced during practice sessions, qualifying sessions and the race. The speed limit will be posted in the pit lane. The area affected by the speed limit will be marked on the pit signal wall side of the pit lane. A black flag drive through penalty shall be assessed for all violations.

6.10.8. Pit Lane Use During On Track Sessions.

6.10.8A. Pit/Track Wall Access. Up to two (2) persons per race car shall be permitted at the wall separating the pit lane and the race track during practice. These provisions do not apply to the pre-race warm up practice session (ref. 6.16.3).

6.10.8B. Exiting Pit Box Under Power. During practice and qualifying sessions race cars may not leave their assigned pit box under power until the official command to the starter to display the green flag has been given.

6.10.8C. Final Practice. During the final Champ Car practice session (warm up), only crew members assigned to work on the race car will be allowed over the pit wall (also ref. 8.7.3). Only the signal board man as prescribed in 6.22.2. may be at the pit/race track wall during this session.

6.10.9. Race Day Pit Access Restrictions. At specified Champ Car events a limited number of special credentials will be issued to allow only necessary and appropriate personnel access to the pit area thirty (30) minutes prior to and during the race. A maximum of twenty-five (25) credentials will be issued to each entrant (race car with assigned driver) that will start the race. These credentials will be issued on race day.

6.10.10. Final Pre-Race Grid Clearance. During pre-race activities, all non-essential personnel must clear the grid and move to behind the pit box wall fifteen (15) minutes before the call to start engines. Each qualified race car entrant will receive five (5) "final pre-race" credentials. During this last fifteen (15) minute period, only fire-suited team members and non-firesuit personnel wearing the "final pre-race" credential will be allowed to remain on the grid.

6.10.11. Race Day Decorum. At a time prescribed in the pre-event bulletin, during pre-race ceremonies all teams will be required to line up in height order from right to left (tallest on the right) facing the proper direction as directed by the Officials. Two (2) rows of personnel are required with the fire-suited crew in the front row. The event minute to minute schedule will indicate times when engines must be silent to facilitate introductions, anthems and invocations. Additionally, after the event engines may not be run until the race cars have returned to the paddock. Penalties pursuant to Chapter 10, including loss of Championship Points, may be assessed for teams failing to comply with the instructions.

6.11. DATA DISTRIBUTION AND TELEMETRY DATA COLLECTION.
Throughout the event, timing and scoring information will be distributed to the pit lane and other areas of the event facility as an IP data stream and in video form. Telemetry data from the teams will be collected over the Champ Car IP network.

6.11.1. Pit Lane IP Network. Champ Car will provide a secure network infrastructure to each team pit box.

6.11.2. Data Distribution. A data stream will be distributed to each pit for team use. Champ Car Timing and Scoring will supply the software necessary to use the data stream. The pit stand LAN must make a connection to the Champ Car pit lane network through a Champ Car supplied firewall/router using a team supplied standard CAT 5 network cable.

6.11.3. Computer Specifications. The minimum specifications for the computers connected to the data stream are as follows:

Pentium 1 GHz or better
256 MB RAM (512 recommended)
300 MB of available hard drive space
800 x 600 or greater monitor resolution (1024 x 768 recommended)
Windows 2000 or later with latest updates and .NET framework (XP Pro recommended)
Network Adapter with a RJ-45 connector
CD-ROM

6.11.4. Telemetry Data Collection. Throughout the event a subset of the real time telemetry data from each race car must be made available to Champ Car. The required channels are RPM, boost pressure, overtake time, speed, gear, throttle, front brake pressure, steering angle, longitudinal acceleration, lateral acceleration, lap number, lap time and lap distance. All of these channels must be available at a sampling rate of 20 Hz. A Champ Car PC on the team's pit stand must run the telemetry data collection software provided by Champ Car. A connection to the Champ Car pit lane network is required pursuant to 6.11.2.

6.11.5. TV-NTSC Format. Scoring information will appear on up to four (4) different television channels. The signal will be supplied to each pit, in addition to the program video feed. Suggested equipment is a high resolution television set (tuner equipped) 13 inches or larger.

6.12. RADIO FREQUENCY REGISTRATION AND COORDINATION AND USE. Every originator of transmitted radio signals including all voice and data transmissions must register each radio frequency prior to use with the Champ Car designated representative. The purpose of this registration is to eliminate multiple users on the same frequency and minimize interference. Further, teams hereby authorize Champ Car to rebroadcast team radio transmissions for Champ Car commercial purposes. All revenue derived there from will be retained by Champ Car.

6.12.1. Teams must declare in writing to Champ Car, before 3:00 p.m. on the day before the first on track activity, their team to driver radio frequency and a team to Race Control radio frequency to be used throughout the event. Any changes necessitated by local frequency transmission problems must be declared before 12:00 noon on the day prior to the race. Teams may declare this information on an annual basis if desired, however it is the teams

responsibility to update Champ Car of any change prior to the first on track day at each event. Failure to comply will result in a minimum one thousand dollar ($1000.00 U.S.) fine and additional penalties pursuant to Chapter 10.

6.12.2. Teams may not scramble their radio transmission at any time during the event. Failure to comply with this rule will result in penalties pursuant to Chapter 10.

6.12.3. Teams must abide by all FCC Regulations in the United States and the regulatory agencies of all nations in which Champ Car races, with regard to over the air broadcasts. The teams will indemnify Champ Car in the event that Champ Car is liable for the team's failure to comply.

6.13. FLAG CODES.

The Starter is responsible for displaying flag signals during the course of the competition to communicate with the drivers in accordance with the following codes:

6.13.1. Green Flag. The green flag signifies: the start of the timing of a practice or qualifying session, the impending start of a qualification attempt on an oval race track, the signal to commence racing upon crossing the starting line at the beginning of a race, or the immediate resumption of racing on a restart of a race. A green flag displayed from a marshaling station indicates the course, downstream of the flagging station displaying the flag, is clear after a local yellow flag condition.

6.13.2. Blue Flag.

6.13.2A. The blue flag with diagonal yellow stripe indicates that an approaching race car is attempting to overtake and the race car being signaled should give consideration to the overtaking competitor. Any driver who fails to use his mirrors to acknowledge the presence of other competitors or who fails to yield to lapping competitors may be penalized pursuant to Chapter 10.

6.13.2B. Double Blue Flags. A lapped or about to be lapped driver failing to give way to approaching competitors shall be shown two blue flags from the Starter as ordered directly from the Race Director. Any driver failing to give way following display of the double blue flags will be penalized pursuant to Chapter 10.

6.13.3. Black Flag. A race car receiving the black flag must proceed immediately to the pit lane. The scoring of any race car in which the driver ignores the black flag may be discontinued. The decisions of the Officials as to whether a driver should be black flagged or as to whether a driver ignored a black flag are not subject to protest or appeal.

6.13.4. Yellow Flag.

6.13.4A. Oval Tracks. When displayed during a practice session, the yellow flag requires all cars to return to their pit boxes. During the race the yellow flag requires the drivers to slow down, exercise caution and maintain their relative positions. After the yellow flag is displayed, the leader of the race must slow down to a pace lap speed, or to such other speed as may be directed by the Officials, while the balance of the field closes up behind the leading race car. The race cars may not pass under the yellow flag but must maintain their positions until it is withdrawn and the green flag or green lights are again displayed. A restart shall not occur until a pack up has been established and the course has been cleared. A pace car may be used to regulate the speed of the field.

6.13.4B. Road Courses. At road course events a stationary yellow flag will be displayed from flag stations to indicate a local area of danger. A waving yellow flag in such areas indicates greater danger. Drivers should reduce speed and be prepared to stop. Passing is not permitted between the first yellow flag and the flagging station that is displaying a green flag beyond the incident(s). A pace car will be dispatched at road course events if the entire race track is under yellow (full course yellow) indicated by double yellow flags at all course marshal stations. During a full course yellow, the Starter will display two (2) yellow flags. In addition, a yellow flag may be displayed from the rear of the starter's stand or other designated position to indicate this track condition to competitors in the pit area.

6.13.4C. Passing a competitor or the pace car under the yellow flag may result in being black flagged and/or the loss of one or more laps. Additional penalties pursuant to Chapter 10 may be assessed. Wave-bys are not allowed other than to correct an illegal pass or at the direction of the Officials. Drivers of disabled race cars must extend every courtesy to the rest of the competing field - pull way off the racing line and signal if possible, thereby allowing the entire field to pass.

6.13.4D. After the race begins (upon completion of the prescribed number of parade and pace laps) including a restart after a red flag, all laps started under the yellow flag shall be scored. The decision of the Officials to call or not to call or to end a yellow caution period is not subject to protest or appeal. The decision of the Officials as to whether to signal a driver to pass the pace car during a yellow flag period and as to whether a proper passing signal was given is also not subject to protest or appeal.

6.13.4E. A yellow flag shall be displayed from the starters stand prior to the practice and qualifying sessions to indicate to the competitors that there are five (5) minutes or less remaining until the green flag.

6.13.5. Red Flag. The red flag indicates a complete stoppage of the race, practice or qualifying session due to some unsafe condition. All timing shall cease upon the official command from race control for the display of the red flag. A red flag will be waved by the starter when it has been decided to stop any session or race and instruction has been given by Race Control. Simultaneously, each corner station will also wave a red flag. Upon display of the red flag during practice, all drivers must immediately and cautiously proceed, if possible, to their assigned pit and stop. Upon display of the red flag during the race, all drivers must immediately and cautiously proceed to an area designated by the Race Director and stop. Passing is not allowed in either case. During the race the designated area is to be considered a “parc ferme” and as such, a secure area. All allowable procedures are outlined in “Champ Car Red Flag Procedures” available at all events and from the Officials. If a race car is taken from the parc ferme to its assigned pit during a red flag period, penalties pursuant to Chapter 10 will be assessed to that competitor upon the restart of the race.

6.13.5A. Any competitor who is responsible for an action that initiates a red flag will be assessed penalties as detailed in this section. Time penalties will only be satisfied during the time when the race course is open to other competitors. Assessment and fulfillment of the aforementioned penalty(ies) and any additional penalty is at the sole discretion of the Race Director.

6.13.5A.1. Practice. Any driver who initiates a red flag during a practice session will be suspended from participation of eight (8) minutes of session time once the session resumes.

6.13.5A.2. Qualifying. The first time during a qualifying session that a driver initiates a red flag, that driver will forfeit his fastest timed lap recorded during that session. Any additional red flag occurrence caused by the same driver during the same qualifying session will be cause to prohibit that driver from further participation during that qualifying session. All eligible timed laps for that driver will be retained.

6.13.5A.3. If more than one competitor is involved in the incident that initiates a red flag, the appropriate aforementioned penalty will be assessed to each competitor.

6.13.5A.4. Competitors involved in a non-related incident during the same time period as an incident that initiates a red flag will be assessed the appropriate aforementioned penalty if the resolution of that competitor’s incident causes a further extension of the red flag period.

6.13.5A.5. Other competitors who are repositioned during a red flag period that do not cause a further extension of the red flag period may resume without penalty.

6.13.5B. Complete Restart Criteria. At the start of the race, unless all race cars on the track at the time the red flag is displayed have completed at least one (1) officially scored lap, or the lead race car has completed two (2) officially scored laps, the race will be restarted in its entirety for all purposes and the restart will be conducted in the same manner as the initial start except as otherwise provided for in 6.20.3. All provisions of 6.8., 6.17.3. and 6.19.2. apply.

6.13.5C. Single File Restart. During the race, if the entire field has completed at least one (1) officially scored lap or the lead race car has completed two (2) officially scored laps at the time the red flag is displayed, the race cars will be positioned for the restart in single file according to the order in which the race cars were last officially scored. Race cars involved in accidents or stopped on the race track due to mechanical problems shall be positioned at the rear of the field.

6.13.5D. Prior to the restart all competitors will be notified as to the number of laps the race leader will be credited at the point of restart. Any race continuation will begin under the yellow flag for as many laps as may be deemed necessary by the Race Director. If the race is restarted in its entirety or if the race is continued on another day, a replacement race car and the driver may be allowed at the discretion of the Race Director and the Technical Director. All provisions of 6.8., 6.17.3. and 6.19.2. apply.

6.13.5E. Race cars with their assigned drivers must be ready when the order is given to restart the race. The failure of a team to report as directed will not delay the restart. To facilitate a restart, the race cars will be positioned through specific instructions communicated by Race Control.

6.13.5F. The decision of the Race Director as to whether to red flag the race, or to restart the race, the designation of the point of restart, the starting positions and the distance credited to any entrant restarting the race is not subject to protest or appeal.

6.13.6. White Flag with Red Cross. The white flag with red cross displayed from the starter's stand indicates that an emergency or service vehicle is on the race track and requires the reduction of speed and the exercise of extreme caution.

6.13.7. White Flag.

6.13.7A. The white flag displayed from the starter's stand indicates to the drivers that they have started their last lap. It shall be displayed to the leader as he begins his last lap and to each successive race car during that lap. Should the leader not complete the white flag lap, a stationary green will replace the white flag. When the next eligible race car starts its last lap, the white flag will again be waved.

6.13.7B. At road course events a white flag will be displayed from flag stations to indicate a race car not at racing speed on the racing surface. A waving white flag indicates an emergency service vehicle or a very slow moving race car. Caution must be exercised when approaching such vehicles.

6.13.8. Checkered Flag. The checkered flag signifies: the end of a practice or qualifying session, the completion of a qualifying attempt, or the completion of the race. It shall be displayed to the leader as he completes his last lap and thereafter to each race car still running. Failure to enter the pit lane at the first opportunity after receiving the checkered flag will result in penalties pursuant to Chapter 10.

6.13.9. Pit Flags. The yellow flag or the red flag with the letter “P” may be displayed from a specified location to indicate an unsafe pit condition. In such instances, the yellow flag means exercise extreme caution; the red flag indicates the pits are closed.

6.13.10. Flagging Positions. A green flag or other appropriate flag, depending on certain conditions, will be displayed from each flag station at the beginning of the first Champ Car on track activity each day. This procedure is to familiarize all drivers with the circuit's flagging locations.

6.13.11. Lights. Lights are to be considered an extension of flag signals. Procedures pertaining to the use of such lights will be reviewed at the Pre-Race Meeting.

6.14. RACE CAR ASSISTANCE AND RECOVERY PROCEDURE.
Champ Car Safety Team vehicles will be dispatched during on track activities to attend to race cars stopped on the course.

6.14.1. When dispatched, the safety vehicle will proceed in a safe manner to the stopped race car. The use of white and local yellow flags in accordance with recognized procedures will be displayed to cover any such activity.

6.14.2. Practice and qualifying sessions may be red flagged for incidents requiring immediate attention. The red flags will be displayed from the starters stand and other trackside stations. Emergency equipment may be dispatched immediately upon display of the red flags. Race car drivers must proceed in accordance with 6.13.5. of this Rule Book. During the race, full course yellow flag procedures will be in effect unless conditions require red flag procedures to be implemented.

6.14.3. During practice and qualifying sessions disabled race cars may be returned to the pit lane. During the race, priority is to prepare the course for a restart. If assistance is required, race cars may be placed in a safe area for the duration of the race at the discretion of the Race Director. The removal or placement of disabled race cars and the timeliness of such activities is not subject to protest or appeal.

6.14.4. The Safety Team has universal quick jacks to assist in recovery. Teams are required to ensure that race cars are compatible with the specifications of these quick jacks.

6.14.5. Drivers abandoning a disabled race car must reattach the steering wheel to the race car and then proceed immediately to a safe area. Drivers must proceed as directed by the Officials.

6.15. SPOTTERS. At oval track events an area that provides a view of the circuit will be set aside for team spotters. At road course events, when necessary, a spotters area will be designated. Only one spotter per competing driver will be allowed in the spotter area. Pursuant to 6.3., spotters may only operate from the area designated for this purpose. The primary purpose of the spotter shall be to advise the driver of track conditions. At all oval events, a spotter assigned to directly communicate with the driver must be present in the designated spotter area whenever that race car is on the track.

6.16. PRACTICE SESSIONS.

6.16.1. Timed Laps. Only laps that start and finish on the race track will be laps considered eligible for practice times. Laps that begin or end in the pit lane, laps that are run on the warm-up lane or otherwise shortened will not be given a time or credit for that lap. Likewise, credit will not be given for any lap that begins before the official command to display the green flag has been given or any lap that ends after the command from race control for the display of a red or full course yellow flag.

6.16.2. Shortcutting the Course During Practice. During practice sessions, a time will not be given for any lap in which the driver shortcuts the course. Event specific instructions that pertain to shortcutting the course may be issued as conditions warrant.

6.16.3. Pre-Race Practice (Warm Up). The pre-race practice session (warm up) shall be run under race rules with respect to pit box equipment placement (6.22.3.), crew members (ref. 6.10.8C., 6.22.1A, 6.22.2.), attire (ref. 6.10.2.) and safety (ref. 8.7.3.).

6.17. QUALIFYING SESSIONS.

6.17.1. General. Qualifying shall be scheduled, determined and announced by Champ Car. The qualification period will end when the Race Director has determined that all eligible entries have had the opportunity to qualify in accordance with this Rule Book. Unless otherwise amended per Chapter 1, qualifying procedures will be as stated herein. The Race Director may cancel, postpone or change the stated qualifying procedure as necessary to maintain a safe and orderly progress of the race event, and may for any reason disallow any qualifying attempt(s) made prior to the implementation of such decision. Any action taken by the Race Director to cancel, postpone or modify the qualification of any race car(s) is not subject to protest or appeal.

6.17.2. Shortcutting. During qualifying sessions, a time will not be given for any lap in which the driver shortcuts the course. Event specific instructions that pertain to or define shortcutting the course may be issued as conditions warrant.

6.17.3. Spare Car.

6.17.3A. Disqualification is not cause to withdraw a primary car and use a spare car.

6.17.3B. Upon successful qualification of such race car, an entrant may not attempt to qualify a second race car. A qualified race car that is subsequently damaged and deemed non-repairable by the Technical Director may be replaced by a spare car for all remaining phases of the competition pursuant to 6.8.

6.17.4. Single Car Qualifying.

6.17.4A. If less than sixty (60) minutes of green flag practice has been made available to all competitors before the start of qualifications, then no qualifications will be held, and the race starting order will be set pursuant to 6.18.3B.

6.17.4B. Sequence of Attempts. Once sixty (60) minutes of total green flag practice has been made available to all competitors, the sequence of attempts to qualify will be the inverse practice times.

6.17.4C. Procedure.

6.17.4C.1. The race cars will line up in the pit lane in the order pursuant to 6.17.4B. and will be dispatched for their qualifying attempt. The pit speed limit will not be in effect for any competitor exiting the pit lane for his qualifying attempt. A designated drive through lane must be kept clear of all persons and equipment. Personnel pursuant to 6.10.8A. will be allowed in the signal area.

6.17.4C.2. Each entered race car is limited to one attempt per session. An attempt will be charged against an entrant who is not present or does not proceed when instructed or that at any time aborts an attempt in progress.

6.17.4C.2a. Attempts that are abandoned by order of the Officials for cause not related to the competitor will not be counted. The Race Director shall reposition the competitor in such case.

6.17.4C.2b. Decisions by the Officials regarding the length of the qualifying session are not subject to protest or appeal.

6.17.5. Open Qualifying.

6.17.5A. Schedule. The duration of this qualifying session shall be sixty (60) minutes. The session will be divided into three (3) segments. The first segment shall be an open practice of fifteen (15) minutes. The second segment shall be no cars running on track for ten (10) minutes. The final segment shall be qualifying for a duration of thirty-five (35) minutes, of which green flag conditions must be in effect for at least twenty (20) minutes. The third segment duration shall be extended beyond thirty-five (35) minutes until the twenty (20) minute green time requirement is met.

6.17.5B. Lap Allocation. All drivers will qualify in one group. Each driver will be allowed a maximum of fifteen (15) laps during the qualifying segment. Should a driver exceed the allowed number of laps by one (1) lap, the driver will be black flagged immediately, and the fastest timed lap recorded during that segment by that driver will be forfeited. Should a driver exceed the allowed number of laps by more than one (1) lap, all timed laps recorded during that segment by that driver will be forfeited. Any lap during which a red flag condition is declared will not be counted toward a driver's qualifying lap allocation.

6.17.5C. In the event that a session is halted when the guaranteed green flag time has been fulfilled, the Race Director may elect to end the session.

6.17.5D. The fastest qualifier from each session will be guaranteed a front row starting position and one (1) championship point. The fastest overall time will determine the polesitter. All remaining starting positions will be determined using a driver's best single lap time obtained during either qualification session.

6.17.5D.1. In the event that the fastest qualifying race car from either qualifying session is subsequently damaged and deemed non-repairable by the Technical Director the driver will retain any point(s) earned for fastest qualifier (ref. 7.1.).

6.17.5E. Any race car determined to be in violation of any rule or supplemental regulation will forfeit all timed laps credited to that race car prior to such determination.

6.17.5F. Qualifying Tires. (Refer to 9.13.6.) Non-qualifying tires shall be permitted during the first open practice segment of the session. Tires used during the open practice, if not qualifying tires, must be removed from the pit box before the start of the final qualifying segment of the session.

6.17.5G. Drivers not running at full qualifying pace should be aware of and not interfere with other drivers running at full pace. Forfeiture of the driver's fastest lap time during that qualifying session, or other penalties pursuant to Chapter 10 may be assessed to any driver who fails to comply.

6.17.6. Ties. In the event of a tie the next fastest time earned by the entrant involved will be used to resolve the deadlock.

6.18. STARTING FIELD.

6.18.1. Eligibility. A race car or driver that has not demonstrated the ability to run with consistency and safety with other competitors during practice or qualifying for an event may be denied a starting position for that competition by the Race Director. The Race Director's decisions in such matters are not subject to protest or appeal.

6.18.2. Size. The size of the starting field shall be determined by the Race Director and the Technical Director. The starting field may not be larger than the number of pit spaces available. Other criteria in accordance with FIA guidelines that could affect the organization or safe conduct of the event shall be considered.

6.18.3. Designated Starting Positions.

6.18.3A. At oval track events, the starting positions shall be filled by the fastest qualifiers. At road course events, the first two (2) starting positions shall be filled pursuant to 6.17.5D.

6.18.3B. If for any reason qualifications cannot be held or completed prior to the start of a race; or, if in the opinion of the Race Director all entrants did not have an adequate opportunity to qualify; or, if qualifying was aborted due to inclement weather or other conditions, positions will be filled using the following criteria:

6.18.3B.1. Using the officially recorded practice times credited to each driver, provided that sixty (60) minutes of green flag practice has been completed during the first and second event days.

6.18.3B.2. If the provisions of 6.17.4B. are not satisfied, starting positions will be determined using the Championship points credited to each driver at the conclusion of the previous event. Ties, if any, will be broken pursuant to Chapter 7.1.

6.18.4. Substitute Drivers. A race car may not start a race with a substitute driver without the advance approval of the Race Director.

6.18.5. Additional Starters. Additional starters may be added at the discretion of the Race Director.

6.19. GRID.

6.19.1. Any driver or race car not ready to begin the race on time may be excluded.

6.19.2. The polesitter may elect to start from either front row position. This decision must be made known to the Race Director no more than one hour after the conclusion of the final qualifying session. Other starters are to be positioned in the order of their qualifying times and/or as determined by the Race Director pursuant to 6.18.3B. unless the Race Director designates another method of positioning the race cars to start the race. Entries which qualified but start the race with a substitute driver shall be positioned immediately behind the other designated starters in the relative qualifying positions of such entrants. Alternate starters, i.e., drivers that did not earn a qualifying time, shall start at the rear of the starting field, in order pursuant to 6.18.3B. or as otherwise positioned at the rear of the starting field as directed by the Race Director.

6.20. PARADE AND PACE LAPS.
All race cars must maintain a consistent speed and must stay in relative proximity to the pace car and the competitors in the row ahead. Gaps must be avoided. Once the pace lights are out, tire scrubbing is not permitted.

6.20.1. Any race car that drops out of the pack during a parade lap may rejoin the pack in its original position if the driver can do so safely prior to the pole sitting race car beginning the pace lap. If a race car is not moving under its own power by the completion of the first parade lap, it shall be removed to a designated area. If a pace car is used to control the starting field, it shall leave the track prior to the Starter displaying the starting signal.

6.20.2. At the start of the pace lap at oval events, the drivers will line up in formation - straight lines, two (2) abreast.

6.20.3. In the interest of safety, should conditions warrant, the Race Director may declare the race to start in single file starting order (pursuant to 6.19.) and/or may order the start under full course yellow flag conditions.

6.21. STARTING THE RACE.

6.21.1. The responsibility for a proper race start rests solely with the drivers. The lead car shall maintain a steady speed as it approaches the start line. Drivers are to respect the position of the other drivers around them and remain in two columns until the green flag has been displayed. A black flag penalty or other penalties pursuant to Chapter 10 may be assessed to any driver who jumps the start or pulls out of line. The decision of the Officials as to whether a driver improperly advanced positions prior to the display of the green flag at the start of the race is not subject to protest or appeal.

6.21.2. Timing. The timing of the race shall commence the instant the timing transponder of any race car reaches the starting line at the completion of the prescribed parade and pace laps upon display of either a green or yellow flag from the starter's stand.

6.21.3. Scoring.

6.21.3A. Scoring shall commence for each race car as it crosses the starting line at the completion of the prescribed parade and pace laps upon display of either a green or yellow flag from the starter's stand.

6.21.3B. All the information relating to race car position compiled and recorded by Timing and Scoring will reflect the relative position of the race cars as their positions relate to each other and the distance credited to each race car at the start/finish line or other designated location on the race course adjacent to Timing and Scoring as may be necessary due to the location of the Timing and Scoring facility or as otherwise specified in this Rule Book.

6.21.4. If a yellow flag is displayed to signal the start of the competition, the field shall remain in pace lap order with the race cars remaining in their assigned rows until such time as a green flag is displayed. Upon display of the green flag, the start will be pursuant to 6.21.1.

6.21.5. Once the command to start engines has been given, fuel may not be added to any race car until the race car has taken the green flag on the race track. A competitor may be penalized pursuant to Chapter 10, if the Officials determine that the competitor has taken any action so as to gain an advantage prior to the start of the race.

6.22. RACE PIT RULES AND PIT STOP REQUIREMENTS.

6.22.1. Persons Over The Wall. No one is allowed to cross the pit lane during the race unless specific permission is granted by the Officials. A mandatory minimum fine of five hundred dollars ($500.00) shall be imposed for each violation of this rule.

6.22.1A. Crew Members. During the race, the maximum number of crew members over the pit wall is six (6), not including the driver. All work on the race car must be performed by the designated crew members over the wall. Persons behind the wall may only hold signs, supply and retrieve equipment and help with placement of hoses. Standing on the pit wall is not allowed during the race. Attire - refer to 8.5.

6.22.1B. Others. Only persons expressly authorized in this Rule Book are permitted over the pit wall during the race. Attire - refer to 8.5.

6.22.2. Signal Board Person. During the race, there shall be only one (1) signal board person who must remain at the pit/track wall unless granted permission by the Officials to return to the pit.

6.22.3. Unattended Equipment. Any equipment over the pit wall, except the rear tire when the pit is being set up for a pit stop, must be within reach and under control of a team member. (Ref. 6.10.6D.1.)

6.22.4. Pit Stop Safety. Race cars must be completely free of all hoses and tools before leaving their assigned pit box. At no time shall the power-driven wheels of any race car be driven over any hose in the pits or the pit area. Penalties pursuant to Chapter 10 of this Rule Book shall be assessed for each violation of this rule.

6.22.5. Race Car Contact with Personnel. During the race, any contact between a race car and any person in the pit lane will result in a mandatory minimum fine of one thousand dollars ($1000.00 U.S.). Injuries resulting from such contact will be subject to additional penalties pursuant to Chapter 10 at the discretion of the Officials. The Safety Team member in attendance at the incident will make the determination of injury. Decisions by the Safety Team and the Officials in this regard are not subject to protest or appeal.

6.22.6. Race Cars in Competition. During the race, all race cars still competing shall remain at all times on the race track or in the pits. Under no circumstances may a race car, which has left the race track and the pit area, continue in the race.

6.22.7. Pit Lane Protocol. Once in the pit lane (as defined by the blend line) drivers must remain within the designated traffic lanes, and may not overtake by using the inside lane (the traffic lane closest to the pit boxes). Drivers entering their pit boxes may not enter by directly crossing from the outside lane (the traffic lane farthest from the pit boxes). Drivers moving from the outside to the inside lane must give way to race cars in the inside lane and not force cars in the inside lane to slow or take evasive action. When leaving their pit boxes, drivers must yield to approaching traffic and stay in the inside lane while accelerating. Drivers exiting their pit boxes may not enter the outside lane of the pit lane until their speed is at or near the speed limit. Drivers failing to observe these procedures or who impede other drivers shall be penalized pursuant to Chapter 10. Decisions and penalties by the Officials in this regard are not subject to protest or appeal.

6.22.8. Courtesy Zone/Overshoot. During the course of the race, the race cars must pit in the center of the assigned pit box. The area inside the diagonal markings on the outside corners of each pit box will be courtesy zones (Illustration 18).These areas are to be kept free of equipment and personnel. Any activity within these zones must not interfere with any other competitor's activities. If a race car overshoots its assigned pit box by less than one (1) full pit box, the race car may be pushed back into the pit unless such would cause a dangerous condition. If a race car overshoots the assigned pit box by more than one (1) pit box, the race car must continue for another lap. Penalties pursuant to Chapter 10 of this Rule Book may be assessed for any violation of this rule.

6.22.9. Pit Box Push Start. No race car in the pits may be pushed further than three (3) pits beyond its assigned pit, or such lesser distance as conditions safely permit. Disabled race cars may be pushed to a safe position under the direction of the Officials.

6.22.10. Blend Lines. The entrance and exit of the pit lane shall each be marked with a blend line to identify the area that will be considered the pit lane. During a full course yellow condition, once a pack up has been established, the following blend line rules will be in effect:

6.22.10A. Blend In. Any competitor entering the pit lane may not pass the pace car or any other race car(s) until they are past the pit entrance blend line.

6.22.10B. Blend Out. Competitors leaving the pit lane may not pass the pace car or any race car(s) that are in the pack up after passing the pit exit blend line. The competitor leaving the pit lane must enter the race track behind the race car(s) that were on the racing surface past or adjacent to the pit exit blend line as the competitor exiting the pit crosses the pit exit blend line. A competitor leaving the pit lane will be placed by the Officials into the pack up in the order where he crossed the pit exit blend line.

6.22.10C. Right of Way. Race cars exiting the pit lane during a full course yellow condition before a pack up had been established must give way to faster race cars on the race track.

6.22.11. Pit Lane/Shortcutting. Use of the pit lane to improve relative position is prohibited.

6.22.12. The lead cannot be assumed in the pit lane.

6.22.13. Lap Completion Credit. Any race car pitted upstream of the finish line will be given credit for completion of the lap if retirement is from the pit. The determination of the official finishing position assigned to competitor(s) who finish in the pit lane upstream of the start/finish line in relation to other competitors who are credited with the same number of laps completed will be at the sole discretion of the Officials and is not subject to protest or appeal.

6.22.14. Fuel Allocation. The calculation for fuel allocation for the race will be pursuant to 9.7.1B. The entire fuel allocation will be dispensed into the competitor's pit fuel storage tank. The competitor will be allowed to start the race with an additional fuel amount in the race car. This amount will be determined by the competitor.

6.22.15. Improperly Secured Wheels. Improperly secured wheels will result in a fine of five thousand dollars ($5000.00 U.S.) to the team. If the car continues in the race, a stop and hold black flag penalty will also be assessed. Subsequent violations by the same team will result in additional penalties pursuant to Chapter 10.

6.22.16. Speed Limit Violation During Race. The penalty for a speed limit violation during the race is a black flag drive-through penalty.

6.22.17. Unsafe Acts. Unsafe acts will be penalized.

6.22.18. Pit Closure Procedures - Yellow Periods.

6.22.18A. On all types of tracks, whenever a full course yellow is declared, a marshal positioned before the pit entrance will immediately signal that the pit lane is closed. The field will slow and the pace car will take a position directly in front of the race leader. The signal for pit closure will be a flag/sign with a black “P” on a red field. When this sign is displayed, any competitor approaching the pit entrance must stay on the race track. However, in the opinion of the Officials, any competitor committed to the pit lane may continue into the pit lane and pit without penalty.

6.22.18B. When conditions warrant, the marshal at pit in will display a “pit open” board (black “P” on a green field.) Simultaneously, the “pits are open” announcement will be made by Race Control.

6.22.18C. On oval tracks, when the Officials determine that conditions permit, the pit closure signal(s) will be withdrawn, and a flag or sign with a “+” will be displayed. Competitors on the lead lap may pit. Competitors not on the lead lap must remain on the race track and follow the pace car. At the next opportunity, a flag or sign with a “-” will be displayed. This is the signal to allow competitors who are not on the lead lap the opportunity to pit. The pit will be closed again after the “-“ lap.

6.22.18D. Any competitor who enters a closed pit, enters the pit lane out of sequence (“minus” lap car on “plus” lap or vice versa), or enters the pit lane after the reorganization plan is declared must join the field at the back of the pack. Additional penalties pursuant to Chapter 10 may be assessed.

6.22.19. Penalties pursuant to 10.3.4. will be assessed to any competitor who is in violation of any pit rule or procedure during a full course yellow.

6.22.20. Abandonment of Procedures. Under adverse circumstances the Race Director may elect to forego the aforementioned pit closure procedures or any portion thereof.

6.22.23. Pit Rules Not Protestable. The decision of the Officials as to whether any pit rule has been violated is not subject to protest or appeal.

6.23. REALIGNMENT AND RESTART PROCEDURES.

6.23.1. Every effort will be made to pick up the race leader. When necessary, if track conditions permit, any competitors between the pace car and the race leader will be waved by to join the end of the pack up. "Pack up" is the continuous group of race car(s) that are at a controlled speed while following the pace car during a full course yellow condition. Waved by competitors may pit. Reorganization of the field may occur at the discretion of the Officials.

6.23.2. Any competitor directed by the Officials to restart the race after a full course yellow from the back of the pack may not enter his assigned pit box and receive any service until the car has received a green flag on the race track. Violations are subject to penalties pursuant to Chapter 10.

6.23.3. Race restarts will be single file. It is the responsibility of the driver of the lead car of the pack up to allow the pace car to accelerate away from the field. When the pace car has accelerated away from the field, the lead car of the pack up shall maintain a steady speed as it approaches the restart acceleration point as specified in the pre-race meeting. At or beyond the designated restart acceleration point, the driver of the lead car will increase speed in order to allow all drivers in the field to accelerate in a like manner to avoid large gaps or congestion prior to the display of the green flag. Drivers are to remain in order, to respect the position of other drivers around them, and not encroach on the position of other driver(s) until the green flag has been displayed. Passing is allowed upon the display of the green flag.

6.23.4. In the event of a restart within the final ten laps of the race, all lapped cars shall be repositioned to the rear of all lead lap cars prior to the restart. There will be no differentiation between race cars one lap down and race cars multiple laps down for purposes of repositioning the field. Once a pack up has been established and the order to reposition has been given, all lapped cars will be directed by Race Control to drive through the pit lane and assume their order on the race track behind the last car on the lead lap. Failure to comply will result in penalties pursuant to Chapter 10.

6.23.5. Abandonment of Procedures. Under adverse circumstances the Race Director may elect to forego the aforementioned realignment and restart procedures or any portion thereof.

6.24. PACE CAR PROCEDURES.

6.24.1. During a full course yellow, a pace car will be directed onto the racing surface. The purpose of this vehicle is to pace and direct the field of race cars until such time as the race track has been cleared to resume competition.

6.24.2. Competitors shall not pass the pace car unless:

6.24.2A. The competitor has entered the pit lane as designated by the blend line at the pit entrance and has not passed the blend line at the pit exit, or

6.24.2B. The competitor is specifically instructed to do so by the pace car Official or Race Control.

6.24.2C. On a restart, the lead car may pass the pace car before it enters the pit lane, provided the pace car lights are off and the pace car is beyond the restart acceleration point.

6.24.3. The pace car will be positioned directly in front of the race car which is in the lead on the track surface. Should the leader enter the pit lane or leave the racing surface, the pace car will be positioned directly in front of the competitor that assumes the lead position. If any race car that could assume the lead reenters the race track ahead of the pace car, that race car will be repositioned directly behind the pace car or the entire field will be waved by the pace car.

6.24.4. As soon as the pace car is dispatched, it is the responsibility of each driver to slow down and follow the pace car unless directed by the Officials to do otherwise. The primary function of the pace car is to control and direct the field. The placement of the pace car by the Officials is not subject to protest or appeal.

6.24.5. Race cars in the pack up must maintain the relative speed of the pace car and avoid gaps in the pack up. Once in the pack up, race cars unwilling or unable to maintain the relative speed of the pace car may be assessed a black flag drive through penalty pursuant to Chapter 10 of this Rule Book. Actions of the Officials in this regard are not subject to protest or appeal.

6.24.7. If the pace car is unable to pace the field, the race leader or leader of the pack-up will be given instructions by Race Control. Failure to follow instructions will result in a black flag upon resumption of the competition pursuant to 10.3.3B.

6.24.8. Whenever possible, the competitors will be given a one (1) lap notification that the pace car will be removed from the race track prior to the restart. At a prescribed location, the flashing light on the pace car will be turned off and the pace car will accelerate away from the field. At road course events, double yellow flags at flag stations will be withdrawn when the pace car light is turned off.

6.25. TRAFFIC. Any lapped or about to be lapped driver failing to yield to an approaching competitor will be presented with double blue flags by the Starter as ordered by the Race Director. A number board will be displayed identifying the race car receiving the double blue flags. Failure to immediately give way will result in a black flag or other penalty pursuant to Chapter 10. Judgmental decisions by the Officials in this regard are not subject to protest or appeal.

6.26. BLOCKING. Drivers altering their racing line based on the actions of pursuing competitors, or using an abnormal racing line to inhibit or prevent passing will be considered blocking. Blocking will result in a black flag or other penalty pursuant to Chapter 10. Judgmental decisions by the Officials in this regard are not subject to protest or appeal.

6.27. AVOIDABLE CONTACT. Any driver who in the opinion of the Officials initiates avoidable contact which results in the interruption of another competitors lap time or track position will be subject to a minimum of a black flag drive-through penalty. Should the contact result in the immediate retirement of the other competitor, a black flag stop and hold penalty will be assessed. Additional loss of points penalties may be assessed at the conclusion of the race. Judgmental decisions by the Officials in this regard are not subject to protest or appeal.

6.28. UNJUSTIFIABLE RISK. Any action that represents an unjustifiable risk or reckless endangerment, in the opinion of the Officials, will result in the assessment of penalty(ies) pursuant to Chapter 10. Judgmental decisions by the Officials in this regard are not subject to protest or appeal.

6.29. SHORTCUTTING THE COURSE DURING THE RACE. During the race, any advantage or position gained during an off course excursion (four wheels off of the racing surface) must be relinquished. Any reported shortcut or off course excursion that, in the opinion of the Officials, improves a driver's position during the race will result in a black flag penalty or other penalty pursuant to Chapter 10. Event specific instructions that pertain to shortcutting the course may be issued as conditions warrant.

6.30. ACCIDENTS AND MECHANICAL FAILURES.

Race cars that have been damaged and are potentially dangerous to the driver or to other competitors, or are causing a potentially dangerous track condition, must immediately stop in the pit area for examination by the Officials. The race car may continue only after a determination has been made of its suitability to do so. Any race car may be black flagged upon direction from the Race Director or the Technical Director at any time. Laps completed after such signal will not be scored until the race car stops and is approved to continue. Changes to the race car resulting from accidents or mechanical failures as approved by the Technical Director, shall be acceptable for all purposes and will not constitute grounds for protest or appeal. A race car that has stalled while on the track may be restarted by pushing or towing by the Officials.

6.31. RACE FINISH.

6.31.1. Distance or Shortened. A race is officially over when the lead race car has completed the scheduled distance or when the checkered flag is displayed, whichever happens first. In the case of extreme conditions, or in the interest of safety, the Race Director may declare a race officially over. Decisions made by the Race Director in this regard are not subject to protest or appeal.

6.31.2. Race Time. At road course events a maximum race time, exclusive of any red flag period(s), may be allotted for competition. The Race Director will declare whether or not a time limit exists for a road course event, as well as the maximum race time where applicable, prior to the start of the event.

6.31.2A. If no time limit is in effect: The race will end at the specified distance pursuant to 6.31.1.

6.31.2B. If a time limit is in effect:

6.31.2B.1. As the lead car approaches the start/finish line and the elapsed race time approaches the declared time limit or shortly thereafter, the white flag will be displayed. The race will end the next time the lead race car crosses the start/finish line.

6.31.2B.2. If, with fifteen (15) minutes of the declared race time remaining, it appears that the aforementioned criteria could be simultaneous, the Race Director will determine and announce whether the race will be a time or distance competition. The Race Director's decision in this regard is final and not subject to protest or appeal.

6.32. FINISHING POSITIONS.
Race cars completing the entire distance will be ranked according to the order in which they finish. Otherwise, race cars will be ranked according to the number of laps completed and race cars still running which are on the same lap shall be ranked according to the order in which they cross the finish line at the conclusion of the race. Race cars as officially scored that complete the most distance in the least amount of time will be ranked ahead of other race cars. If the race is at least half completed and then terminated under the red flag, the final positions will be determined by the leader's last officially scored lap. In case of a tie, the race car with the most rearward starting position shall be awarded the better finishing position.

6.33. OFFICIAL RESULTS.
Results of a competition are official one half (1/2) hour after posting of the finishing positions, signed by the Race Director, the Technical Director and the Timekeeper, subject to disposition of any protest. In addition, information pertaining to the status of any on track activity may be:

"Unofficial" - Times issued during a session or race that is in progress.

"Provisional" - Times or positions issued at the end of a session or race prior to audit and fulfillment of posting criteria. The "Provisional" results will be based upon timing and scoring data available at the checkered flag.

"Provisional Inquiry" - Same as above, however, results under challenge.

"Posted" - Audit and technical review are satisfactory.

"Results Under Protest" - Same as above, however, the result is under protest pursuant to 11.3.4.

"Official" – Signed session or race results that have met the posting requirement.

Any display or document presented by the Officials that is not marked "Official" is unofficial information.

CHAPTER SEVEN
SERIES CHAMPIONSHIP, AWARDS, PROPRIETARY RIGHTS AND COMMERCIAL ACTIVITIES

7.1. SELECTION OF CHAMPION.
After the conclusion of the racing season a Champ Car World Series Champion shall be declared based on the total number of points earned during the racing season. Points shall be awarded to drivers based on the position that a race car finished in a competition as follows:

Finishing Position	Points Earned
1	31
2	27
3	25
4	23
5	21
6	19
7	17
8	15
9	13
10	11
11	10
12	9
13	8
14	7
15	6
16	5
17	4
18	3
19	2
20	1

In addition, points will be awarded to qualifier(s) as follows: At road course events, one (1) point will be awarded to the fastest qualifier in the first event day qualifying session and one (1) point will be awarded to the fastest qualifier in the second event day qualifying session. At oval events, one (1) point will be awarded to the fastest qualifier. These points will be awarded at the conclusion of qualifying and are not contingent on the position of the entrant in the starting line-up. These points will not be awarded in cases where qualifying is not held.

One (1) point will be awarded to the driver with fastest race lap. One (1) point will also be awarded to each driver that leads one or more laps. One (1) point will be awarded to the driver who gains the most positions from their starting position to finishing position. In the event of a tie, the driver with the highest finishing position will be awarded this point. Fifty (50) percent of the standard finishing position points will be awarded for any competition in which fewer than fifty (50) percent of the laps scheduled to be run as of the official start of the race are completed. If such condition occurs, all points associated with qualifying and other bonus points for the event shall not be revoked. Points will be awarded for all approved Champ Car sanctioned racing competitions in accordance with the above formula. A driver who starts a race but fails to complete it and is replaced by a substitute driver shall be entitled to a percentage of the total points earned by that race car in the same ratio as the percentage of the race driven by such driver bears to the entire race. In the event of a tie in points for the Championship, or any subsequent position, the tie will be broken on the basis of the following provisions, as such pertain to that Championship season, with preference given in the following order until the tie is broken:

1. Highest finishing position(s).

2. Most race miles completed.

3. Highest earned qualifying position(s).

4. Most race starts.

5. Any other performance criteria determined by the Race Director to resolve the tie. Decisions made pursuant to this provision and the results of such decision are not subject to protest.

7.2. CHAMPIONSHIP AWARDS.
Champ Car will make a presentation of awards to recognize the top ten (10) point winners at the conclusion of the racing season. All drivers who finish in the top ten (10) in the point standings and drivers or team members who win an established contingency/performance award shall be required to attend the Champ Car season end awards ceremony to personally accept their awards. Any such driver or team member who fails to attend such ceremony or secure a waiver from the Vice President of Operations shall forfeit all point fund money awarded to such driver's team.

7.3. SPECIAL AWARDS.

7.3.1. Vanderbilt Cup.

7.3.1A. Eligibility: The Vanderbilt Cup is open to all drivers who compete in the Champ Car World Series.

7.3.1B. Qualification: Drivers and entrants must be in compliance with product use and corporate identification sponsorship requirements as set forth by Champ Car.

7.3.1C. Point System: (Refer to 7.1.)

7.3.1D. Award: The driver with the most points at the end of the season will be declared the Champ Car World Series Champion and will be awarded the Vanderbilt Cup.

7.3.2. Constructors' Cup.

7.3.2A. Eligibility: The Champ Car World Series Constructors' Championship is open to all suppliers of chassis used by competitors in the Champ Car World Series.

7.3.2B. Qualification: The chassis used by each competitor will be determined by the official entry list for each race as published. Changes in chassis designation or specifications that may occur during the season will not cause a new entry in the Constructors' Championship.

7.3.2C. Point System: Each chassis will score the same number of points as are scored by the driver of their first race car to be listed in the official results of each race in the Champ Car World Series. At each event one (1) point will be awarded to the constructor of the fastest qualifier and one (1) point will be awarded the constructor that leads the most laps during the race, based on an aggregate of the laps led by all drivers competing with each chassis manufacturer represented.

7.3.2D. Award: The chassis manufacturer with the most points at the end of the season will be declared as the Champ Car World Series Constructors' Champion.

7.3.3. Nations' Cup.

7.3.3A. Eligibility: Any nation that has a driver entered in the current seasons Champ Car World Series will be eligible for the competition. In the case of dual citizenship, the driver must elect which nationality he wishes to use for the purpose of scoring points. No changes in nationality can be made during the season.

7.3.3B. Point System: Each nation will be allocated the same number of points as are scored by the first driver from that nation to be listed in the official results of each race in the Champ Car World Series. In addition, one (1) point will be awarded to the nation of the driver who is the fastest qualifier and one (1) point will be awarded the nation declared by the driver who leads the most laps.

7.3.3C. Award: The nation with the most points at the end of the season will be declared as the winner of the Nations' Cup.

7.4. OFFICIAL CHAMP CAR DESIGNATION.
Champ Car and Champ Car World Series are the names that all series participants must refer in all verbal references, visual or written mention of the Series and its activities.

7.5. REQUIRED EMBLEMS AND DECALS.
The proper display of the emblem(s) and decal(s) of Champ Car, Champ Car World Series, the Champ Car World Series sponsors, award providers or other service providers, as prescribed by Champ Car, is an eligibility requirement for all entrants in all phases of every Champ Car sanctioned event. Emblems and decals must appear as prescribed from time to time by Champ Car. Compliance is mandatory; failure to comply shall result in suspension of competition privileges or other such penalties as provided for in Chapter 10, including eligibility for the year end point fund distribution. Monies not distributed will become the property of Champ Car.

7.6. ON BOARD TELEVISION CAMERA.
Entrants are required to comply with all provisions of the Champ Car On-Board Television Camera policy which will be published by Champ Car and may be updated from time to time.

7.7. APPLICATION OF CHAMP CAR RULES.
Any manufacturer, supplier, sponsor or licensee or other representative involved with any entrant or Champ Car activity and any other person who signs a Champ Car license application and/or waiver form is bound by the Champ Car Rule Book and any amendments or supplementary regulations thereto. Failure to comply shall result in the assessment of penalties pursuant to Chapter 10. Penalties shall be imposed on any organization and individual found in violation.

CHAPTER EIGHT
SAFETY

8.1. GENERAL.
The safety of the spectators and participants shall be a primary consideration in the interpretation of this Rule Book and in the supervision exercised by Champ Car Officials at Champ Car sanctioned events. The Race Director is authorized to cancel, postpone, or terminate any event if, in his opinion, there exists any condition whatsoever that may be dangerous. Unsafe acts may result in the assessment of penalties. Penalties and other decisions made pursuant to this section are not subject to protest or appeal.

8.2. SAFETY OF THE COURSE.
The Race Director may cancel, postpone, or terminate any competition if it is determined that the track is unsafe for any reason. Champ Car Officials and other designees may inspect the course prior to any Champ Car sanctioned event and any such Officials must be satisfied that all the necessary safety precautions have been or will be taken prior to the event.

8.3. FIRE PREVENTION.
Smoking is not permitted in the pit lane or any area where fuel is being dispensed or stored at any time. Where local regulations are posted, they shall become part of the Champ Car Rules applicable to such event.

8.4. SAFETY INSPECTIONS.
Champ Car may inspect or examine any equipment or part thereof used during a Champ Car sanctioned event. Inspections and examinations shall include but are not limited to race cars prior to their on track activity, race cars involved in an incident, pit equipment and safety equipment. Deception or withholding of information as such information relates to safety or the facts surrounding an incident by any participant is forbidden.

8.5. SAFETY EQUIPMENT.

8.5.1. General. Champ Car may inspect any and all safety equipment as may be deemed necessary.

8.5.2. Helmets.

8.5.2A. Drivers: All drivers participating in Champ Car sanctioned competitions must wear safety helmets designed for this purpose and carry at least a 2000 SA Standard Snell Sticker or proof of SFI 31.2 or 31.1/2005 certification. The deHat emergency helmet removal system is available for installation by the helmet manufacturers. The use of the device is strongly encouraged but not mandatory. Drivers must advise Champ Car when the device is installed and the deHat tube connection location must be identified by decal on the helmet.

8.5.2B. Other participants: Helmets as approved by Champ Car must be worn at all times by any person who is over the pit wall any time during a Champ Car race and the pre-race warm up session.

8.5.3. HANS Device. The HANS device is required at all Champ Car sanctioned race events and associated on track race activities. No modification is allowed unless approved and performed by Hubbard/Downing or their licensed agent. Padding under the device should be the minimum required to achieve driver comfort and should not affect the designed function of the shoulder belts. The use of air bladders is discouraged as accidental deflation could result in belts being loosened. Champ Car reserves the right to inspect and retain any HANS device for further evaluation at any time.

8.5.4. Uniforms. All drivers must wear face masks, gloves, socks, underwear and one-piece, double layer, long-sleeved uniforms, fitted snugly around the neck, wrists, and ankles, or protective apparel approved by Champ Car, at all times when driving a race car. These items must be fire resistant. The recommended uniform is described in Appendix L, Chapter III, Article 2 of the FIA Handbook. During the race, all crew members working over the pit wall must wear fire resistant long-sleeved uniforms consisting of at least one layer of an approved fire resistant fabric that fits snugly around the wrists and ankles. Treated fabrics will not be considered adequate protection. Crew members performing the refueling operation are required to wear fire resistant gloves and full face helmets. In addition, during practice, qualifying and the race (when not in conflict as previously stated) all crew members must wear uniforms of a design that identifies them with their team.

8.5.5. Shoes. Shoes worn by all crew personnel in the pits must be of full coverage. During a race, shoes must have upper construction of leather or approved fire resistant material. Non-fire resistant materials are not allowed.

8.6. PERSONAL MEDICAL/SAFETY PROVISIONS.

8.6.1. Medical Treatment. Any participant refusing medical evaluation when a Safety Team physician or other representative deems it necessary shall be subject to penalties pursuant to Chapter 10, including loss of points or exclusion. Additionally, anyone requiring medical care resulting from an illness or injury prior to or at a Champ Car sanctioned event must be cleared by the Champ Car physician in attendance prior to the first practice session preceding such person's first race after such medical care. The Director of Medical Affairs or Champ Car physician on duty must be notified of any and all incidents or injuries to any participants prior to the conclusion of the event during which such incident or injury occurred.

8.6.2. ImPACT Test. All drivers are required to take a baseline ImPACT (concussion screening) test at the start of the season as directed and administered by the Champ Car Medical Staff. Following any injury or illness, a repeat ImPACT test may be required at the discretion of, and as instructed by, the Director of Medical Affairs. Drivers will not be eligible to participate in a sanctioned event until they have completed such test to the satisfaction of the Director of Medical Affairs.

8.6.3. Earpiece Accelerometers. Earpiece accelerometers as supplied by Champ Car must be worn by all drivers during all on track phases of all events.

8.6.4. Medical Devices. Any medical device contemplated for any form of physiologic monitoring, whether it is as part of a valid scientific study or for promotional use, must first be approved by both the Technical Director and the Director of Medical Affairs.

8.6.5. Controlled Substances. Any participant who uses controlled substances (stimulants or depressants) prior to or during the course of any Champ Car sanctioned event without the knowledge and approval of the Director of Medical Affairs prior to such use, shall be subject to a mandatory exclusion from that event and shall be suspended for a period of up to one (1) year. The use or abuse of any substance to modify or enhance performance or behavior is forbidden.

8.6.6. Contact Lenses. The use of hard lenses by drivers is not permitted. Soft lenses are allowed provided that the Director of Medical Affairs is notified of the use prior to each event.

8.6.7. Dentures. Drivers shall remove all dentures before driving a race car.

8.7. REFUELING.
Fuel is to be distributed and stored only as directed by Champ Car. A fine of not less than five hundred dollars ($500 U.S.) will be assessed to the team manager of any race car involved in a refueling fire or whose crew is careless or negligent in this regard.

8.7.1. Race. Under racing conditions, the refueling of all Champ Cars must be done by dry-break disconnect systems which are specifically approved for this use by Champ Car. Refueling of the race car without sidepod bodywork in place is prohibited. All pit fuel storage tanks must incorporate a closed circuit trapped vent system. This equipment must be maintained to function as designed. Alterations are not allowed unless specifically approved by Champ Car. Information pertaining to these specifications is available upon request. Equipment must be of the gravity type only and shall not include any application of a pressurized or vacuum system. Pumps, except as specifically approved to return vented fuel overflow to the fuel storage tank, are not allowed. Fuel shall not be cooled. A vent system that at all times allows safe equalization of the pressure above the fuel with the atmosphere must be incorporated in all pit fuel storage tanks. Self-closing valves must be manned during refueling and may not be locked in an open position. All equipment must comply with the safety regulations of Champ Car and where applicable the NFPA code. All pit fuel storage tanks must be grounded. The dry break nozzle must be grounded to the fuel tank.

Champ Car authorized suppliers of refueling equipment and hardware:

Dry break nozzles and receivers – Induction Systems, Inc., P.O. Box 991, Pryor, OK 74362, 918-479-6373, 918-479-6665 (FAX)

Fuel cell vent hardware and refueling hoses – Technosports, 34005 Autry, Livonia, MI 48150, 734-261-0060, 734-261-6340 (FAX)

Fuel cell outlet elbow kit – Dan D. Jones and Associates, 27010 Doxtator, Dearborn Heights, MI 48127, 313-277-2226, 313-277-3135 (FAX)

Pit fuel storage tanks and hardware – Polar Service Centers, 120 Cedar Spring Road, Spartanburg, SC 29302, 864-573-9313, 864-583-4365 (FAX)

8.7.1A. Refueling/Venting Nozzle.

8.7.1A.1. Single Point Refueling**.**

8.7.1A.1a. The Induction Systems VF 1100 single point refueling and venting nozzle and race car piece will be required for all race car refueling and venting operations during all races. Except for approved modifications to the refueling/vent probe handle, all single point refueling hardware (probe, receiver, and in-cell vent components) must be installed and used unmodified, as designed by the manufacturer. All modifications must be approved, in writing, by Champ Car. Any equipment that does not comply must be immediately replaced or returned to the manufacturer for restoration.

8.7.1A.1b. The Induction Systems quick disconnect air line coupling may be replaced with Stabuli part # QDSPH-040M and hose coupling Stabuli part #QDSPH-040F.

8.7.1A.2. Refueling and vent nozzles will be inspected at each event on the day prior to the first on track activities.

8.7.1B. The top surface of the pit fuel storage tank must be level as indicated by a bubble level. Maximum height for pit fuel storage tanks at all events is eighty-four (84) inches.

8.7.1C. Compression type devices used to adjust the tank height must be fitted with a positive stop on each leg.

8.7.1D. The feet on the bottom of the pit fuel storage tank legs must be large enough to support the tank and the fuel load and must prevent the tank from sinking into the pit surface. Metal or plywood may be inserted under the legs to distribute the load but may not be stacked to level the pit fuel storage tanks in a manner which will cause an unsafe condition.

8.7.1E. The forward face of the pit refueling tank may not be forward of the plane established by the vertical surface of the pit wall closest to the tank (tank side of the wall). The fuel tank outlet flange must be positioned at the marked center of each pit.

8.7.1F. The maximum diameter refueling hose used in conjunction with the dry-break fueling hardware must not exceed 3.030 inches I.D. The length of the refueling hose and valve assembly measured from the forward face of the mounting flange on the pit fuel storage tank to the end of the refueling nozzle must be at least twelve (12) feet but not longer than twelve (12) feet six (6) inches. Pit fuel tank extensions are limited to an overall length of 6.5 inches from the mating face of the inlet flange to the outlet end. The extension outlet ID shall have a maximum diameter of 3.00 inches. A flow metering device may be incorporated in the extension. All entrants must start the season with new, previously unused hoses. Thereafter, all hoses must be replaced every 140 days. Connections and transition hardware must be approved by Champ Car. All dry break refueling hoses must be as specified herein.

Hose - Pacific Echo, EX 0899 maximum diameter 3.030
Fittings - female hose barb connector 99-3-2 and 99-1-8 clamp 99-10-3 or equivalent.

8.7.1G. Components that are threaded or hinged which provide access into the fuel storage area must be secured with a locking wire and a seal upon direction from Champ Car.

8.7.1H. Pit Fuel Storage Tank Fuel Level Indicators. In addition to the sight tube fuel level indicator, pit fuel storage tanks may be fitted with other fuel level indicating devices. The pit fuel storage tank may be modified to allow these devices to be fitted. Modifications will be limited as follows:

8.7.1H.1. Top Mounted Devices. A mounting flange or port in the top surface of the fuel storage tank with an opening not larger than three (3) inches in diameter.

8.7.1H.2. Bottom Mounted Devices. A threaded coupling or bulkhead fitting not larger than 3/8 inch NPT may be fitted to the bottom of the storage tank or fuel discharge tube.

8.7.1H.3. General Specifications:

8.7.1H.3a. Any opening may not vent or allow fuel to be added or drained from the storage tank.

8.7.1H.3b. Any fitting which will allow fuel to flow to an external measuring or indicating device must be protected by a self-closing valve. This valve shall be installed as close to the fuel storage tank as possible and must isolate the fuel supply from the system (automatically remain in a closed position) unless manned. Stainless steel tubing and fittings or stainless steel clad hose compatible with methanol, must be used to connect the tank with external components.

8.7.1H.3c. The installation of any device that could enhance fuel delivery is prohibited.

8.7.1H.3d. Any measuring or indicating device that requires electrical current must be Underwriters Laboratory approved and must be installed and operated in compliance with any applicable code for such use.

8.7.1H.3e. The installation and use of any fuel level measuring or indicating device and the associated brackets and mounts used to facilitate the installation, are subject to the approval of the Technical Director.

8.7.1I. All pit fuel storage tanks must be fitted with a pneumatic valve to control the secondary closure valve (butterfly valve) on the single point refueling nozzle. This switch must be of the normally closed type, i.e.: no air to the secondary valve until depressed. The air pressure to the secondary valve must bleed off when the switch is closed. The valve must be located behind the pit wall and manned during all refueling stops. Maximum pressure to the secondary valve should be regulated to no more than 125 psi. All valves must be approved by Champ Car. In addition, all race cars must have the Induction Systems supplied lead in ring fitted to the receiver (buckeye).

8.7.2. Practice and Qualifying.

8.7.2A. Fuel will only be dispensed into properly positioned pit fuel storage tanks.

8.7.2B. Each pit fuel storage tank must be equipped with a length of fuel hose not larger than 1½ inch inside diameter and a service station type self-closing fueling nozzle. This assembly is to be attached to the pit fuel storage tank self-closing valve. Both valves must be properly manned during refueling. The use of pumps or the dispensing of fuel from containers other than the pit fuel storage tank will not be allowed.

8.7.2C. The engine must be shut down. Fuel may be added to the race car through the top of the fuel cell or the refueling dry-break side port. If the dry-break vent valve opening is used, the dry-break vent assembly must be removed during refueling. This opening may be fitted with a cap during practice and qualifying provided such cap is approved by the Technical Director.

8.7.3. Final Practice Option. Teams that wish to refuel using the approved dry-break refueling and venting system during the pre-race warm up session (ref. 6.10.8C.) may do so only when an Official has been notified, a team member is in attendance with a ready fire extinguisher and all team personnel over the wall are wearing approved fire suits and helmets.

8.8. DUMPING.
Disposal of any flammable or toxic substance may only be made in the area and manner prescribed.

8.9. VEHICLES.

8.9.1. Vehicles may only be operated by persons that have been issued and possess a valid driver's license. Carts, cycles, scooters etc., may only be used for transportation and utility purposes. The inappropriate or unsafe use of any vehicle shall result in penalties pursuant to Chapter 10.

8.9.3. Local and state statutes pertaining to the use of unlicensed motorized vehicles may be in effect outside the paddock area.

8.9.4. During Champ Car sanctioned events, Champ Cars may be driven only by properly licensed Champ Car drivers. Race cars must not be driven into or about the garage, paddock or public areas.

CHAPTER NINE
RACE CAR AND ENGINE SPECIFICATIONS

9.1. GENERAL.
These specifications are absolute. No tolerances are implied. Non-compliance with any provision relating to specifications shall be deemed to be a violation of this Rule Book, whether intentional or not, and shall be subject to all applicable penalties. Race cars shall be designed, constructed and maintained so as to ensure that any such race car complies with these specifications throughout all phases of the event in which the race car is entered. It is the responsibility of each competitor to ensure compliance with these regulations and the spirit of these regulations. Decisions by the Officials in this regard are final and not subject to protest or appeal.

Prior to participation or competing in any Champ Car sanctioned racing event all race cars must be registered with Champ Car. Champ Car will affix a serialized decal to an inner panel of the race car chassis to identify each race car. No attempt may be made to change or deface this identification. Champ Car identification shall remain on the race car in the event ownership is transferred.

9.1.1. Design and Construction. All phases of design and construction of any race car are subject to the approval of Champ Car. Any race car, design or construction which is deemed dangerous may be excluded.

9.1.2. Materials. The selection of materials for use in Champ Car construction shall be made using current acceptable engineering practices. When materials for components are specified within these rules, substitutions are not permitted. The use of composite materials as structural load bearing components in Champ Car construction is limited to the chassis, body work, aerodynamic devices and supports associated with these items. Composite engine blocks, bell housings, transmission and final drive cases, turbo housings, suspension components, drive shafts and wheels are not allowed. Beryllium aluminum and lithium aluminum alloys may not be used in any Champ Car race car component construction.

9.1.3. Replacement Components. Replacement components that are manufactured, whether by the original manufacturer or another source, must meet the criteria set forth in this Rule Book or supplemental bulletins as specified for such component(s). Where these specifications require documentation of component testing, reports verifying that the performance of these components is in compliance with the prescribed specifications must be on file with Champ Car.

9.1.4. Service Bulletins. All chassis and component manufacturers are required to issue numerically serialized service bulletins which detail changes, modifications, inspection, maintenance procedures, etc. Copies of these bulletins must be available to competitors using the manufacturers' components. The manufacturer shall supply such bulletins to their distributors for redistribution to their customers and to Champ Car. Competitors that purchase used equipment shall obtain from the seller, manufacturer or distributor all bulletins pertaining to the equipment purchased so as to ensure the proper maintenance and serviceability of such equipment. Alterations or repairs to damaged deformable structures or chassis must be approved by the original manufacturer. Any alteration or repair must not change the deformable characteristics of the structure as designed and must comply with the specifications herein.

9.1.6. Chassis Repair Compliance Statement. A chassis repair compliance statement form supplied by Champ Car must be used for each race car to provide a description of damage to any chassis and a description of the repairs performed and processes used therein. These records must be available for inspection by Champ Car upon request and must be part of any transfer of vehicle ownership.

9.1.7. Impound and Inspection. The Officials may order the impound and inspection of any race car, race car component, fluids or data to ensure that its construction and/or function is in compliance with the current race car specifications and other Champ Car rules. Race cars may be impounded to satisfy concerns of civil authorities. Champ Car does not assume any responsibility for any damage, loss, inconvenience, costs of storage or transportation that might be incurred as a result of impound.

9.1.7. Denial of Request. Champ Car may distribute information on any technical issue submitted to Champ Car for review if the request is denied. Distribution will be limited to suppliers/manufacturers, entrants and Officials.

9.1.8. Race Car Component Compatibility. All chassis, front suspension pick-up points, major body work panels (excluding ducting and openings through these panels associated with ducting) and aerodynamic components produced by Champ Car recognized chassis manufacturers must fit and function on that manufacturers new race car models produced for 2002/04 Champ Car competition seasons. The 2005 transmission case, including component pick-up point locations, must be identical to the 2002/04 transmission case. Upon request, each manufacturer/supplier shall supply Champ Car complete plans of their 2002/04 chassis, engine mounting locations, bell housing, final drive and transmission cast mounting and suspension pick up point locations. This information must include detailed dimensions, chassis weight, all material specifications and lay up instructions. The designed chassis weight must remain consistent +/- 5 pounds. Any manufacturer/supplier must show good cause to necessitate an engine, bell housing, final drive or transmission housing change that affects the interchangeability of 2002/04 components. Champ Car will review all requests for change.

9.1.9. Race Car Aerodynamic Development Freeze. For the entire 2005 Champ Car competition season, the aerodynamic shape of the following components must remain unchanged from the configurations presented before the 2003 season.

- Underbody
- Main Side Pods
- Rear Wing Main Plane and Flap Assembly
- Engine Cover
- Oval and Road Course Nose
- Oval Front Wing Assembly
- Road Course Front Wing Main Plane
- Road Course Front Wing Flaps

The basic exterior contour of the Lola and Reynard engine cover may not be altered. Teams wishing to alter their engine cover configuration, as presented in 2003/04, with the revision and/or addition of cooling ducts or clearance bubbles must submit a request to Champ Car. Permission to alter the engine cover is strictly at the discretion of Champ Car and is not subject to protest or appeal.

Small aerodynamic components such as vortex generators, flugels, rear tire kickers, body gurneys, radiator duct entrance and exit flow control panels, or road course front and rear wing end plates are not controlled by the freeze.

The aerodynamic shape of the components controlled by the freeze must remain unchanged from the parts as submitted by the manufacturer to Champ Car on or before May 20, 2003.

The manufacturer must provide to Champ Car a complete list of part numbers with accompanying drawings, photos or illustrations of all body components controlled by the freeze in use prior to the May 20, 2003 deadline.

The components controlled by the freeze must be manufactured by the original equipment manufacturer. Any manufacturer/supplier must show good cause to necessitate a change in components from those presented on May 20, 2003. Champ Car will review all requests for modification.

All manufacturer developed kits of components not covered by this aerodynamic freeze after January 1, 2004 are subject to the approval of Champ Car.

Champ Car retains the discretion to introduce new components or revisions of existing body parts to the series as deemed necessary to enhance the competition or in the best interest of the sport.

9.1.10. Reference Planes.

9.1.10A. All measurements, unless otherwise noted, will be determined from an applicable reference plane. (Illustrations 12 and 13)

9.1.10A.1. The chassis reference plane is used for all vertical measurements and is determined by the chassis reference plane hard points established below.

9.1.10A.1a. Forward point – A single point on the longitudinal center line of the race car 15.00 inches aft of the front surface of the pedal bulkhead.

9.1.10A.1b. Rear points – Two points each 6.0 inches either side of the longitudinal center line 70.00 inches aft of the front surface of the pedal bulkhead.

9.1.10A.1c. Each point surface on the underside of the race car must be a minimum of 2.0 inches in diameter. This surface must be parallel to the plane established by the chassis reference plane hard points. A 3/8-24 UNF tapped hole perpendicular to the chassis reference plane must be at the center of each hard point.

9.1.10A.1d. Hard points must be secured to the chassis so as to provide a stable reference for race car inspection procedures. (Illustration 13A)

9.1.10A.1e. All vertical measurements are perpendicular to the chassis reference plane.

9.1.10A.2. The front surface of the pedal bulkhead is used for longitudinal measurements. This plane is established by 4 chassis hard points.

9.1.10A.2a. Two (2) hard points at two inches apart above the chassis reference plane must be located each side of the race car on the outboard vertical chassis panel centered on the transverse vertical plane established by the front surface of the pedal bulkhead.

9.1.10A.2b. Each point shall consist of a ¼-28 UNF tapped hole perpendicular to the outboard chassis panel.

9.1.10A.2c. All longitudinal measurements are parallel to the chassis reference plane and perpendicular to the pedal bulkhead front surface. The longitudinal position aft of the pedal bulkhead front surface may be alternately referenced as “inch line” as shown in Illustration 3A.

9.1.10A.3. The chassis centerline plane is used for lateral measurements and is determined by the center of the hard point outlined in 9.1.10A.1a. and the midpoint between the two points outlined in 9.1.10A.1b. All lateral measurements are parallel to the chassis reference plane and perpendicular to the chassis centerline plane.

9.1.10B. All lateral sections are perpendicular to the chassis reference plane and the chassis centerline plane.

9.1.10C. All fore/aft measurements made from the wheel centerlines are made with the outer wheel rim surface parallel to the longitudinal centerline of the race car.

9.1.10D. The seat back bulkhead longitudinal position is the plane established by a transverse vertical plane through the most forward element of the seat back bulkhead through a line parallel to the chassis reference plane at a point not higher than 15.00 inches above the chassis reference plane.

9.1.11. Definitions.

9.1.11A. Road Course Events. Events conducted in Australia, Cleveland, Denver, Edmonton, Long Beach, Mexico City, Monterrey, Montreal, Portland, San Jose, South Korea and Toronto.

9.1.11B. Short Oval Events. Events conducted at Milwaukee.

9.1.11C. Oval Events. Events conducted at Las Vegas.

9.2. RACE CAR SIZE.

The following limitations shall govern the size and weight of the race cars. (ref. Illustrations 1 – 17)

9.2.1. Length: Minimum of 190.00 inches/maximum of 199.00 inches overall.

9.2.1A. Maximum shipping wheelbase for overseas events is 126.00 inches (ref. Regulations for International Airfreight Movement for Champ Car Championship Races)

9.2.2. Width.

9.2.2A. Overall Width: 77.75 inches minimum/78.5 inches maximum - measured at the wheel hub center by projecting a vertical plane from the widest outside rim surface.

9.2.2B. Body work and aerodynamic devices forward of the rear tires, except as otherwise specified herein, maximum of 63.00 inches.

9.2.3. Height. The height of the race car cannot exceed 32.00 inches, except as otherwise specified herein.

9.2.4. Weight. Race cars will be weighed in the condition in which they leave the racing surface. Fuel will be removed. Coolant and lubricants will not be removed. The addition of any fluid or other ballast is not allowed to satisfy this requirement, except as provided for in this Rule Book. Champ Car may impound parts replaced or exchanged during a competition to substantiate the vehicle weight for the race car during any portion of such competition. The minimum race car weight for each entrant at all Champ Car events will be adjusted by driver weight for that entrant. The adjustment will be made relative to the average driver weight on record with the Champ Car Medical Department at the start of the race season. A bulletin will be issued prior to the first race listing the minimum car weight for each driver for oval and road course events. Driver weights may be rechecked at any time during the season to update the initial car weight bulletin.

9.2.4A. All events: Minimum weight - 1565 pounds +/- driver weight variance from the average driver weight as determined by Champ Car.

9.2.4B. Ballast: Materials of high specific weight may be added to a race car in the form of ballast provided such material is mounted within the wheelbase of the race car and is securely mounted to the chassis, engine or underbody. Ballast secured to the underbody must be located within 18.00 inches of the vehicle longitudinal centerline. All ballast installations are subject to approval by Champ Car. All ballast must be declared to Champ Car at the beginning of the event and sealed in place. The declared ballast must be carried during all phases of the event. Any change to the ballast during an event must be approved by and performed under the supervision of the Officials. The material, location and installation must not pose a safety hazard to the driver or other participants. Race car parts made of materials of high specific weights to serve as ballast that do not meet the above stated requirements will not be allowed.

9.3. CHASSIS CONSTRUCTION.

9.3.1. Champ Car Chassis. Participation in the 2005 Champ Car World Series is strictly limited to race car chassis constructed by Lola Car International Limited and Reynard Motorsport in accordance with 2000 through 2004 Champ Car race car specifications. No other chassis is permitted.

9.3.2. Skid Plate. The race car surface facing the race track shall be the skid plate. This plate must be flat with a tolerance of +/- 0.125. All structural and body work components that extend below the 2.00 inch body work and aerodynamic specification will comprise the skid plate and must be flat edge-to-edge across the entire surface of the plane. A notch, a maximum of 0.25 inches high and 0.375 inches wide, may surround the perimeter of the skid plate and the skid plate junction with the underbody. The maximum width of the skid plate:

9.3.2A. At the front of the structure – 20.00 inches when measured at the transverse plane established by the pedal bulkhead front surface.

9.3.2B. At the rear of the structure – 24.00 inches when measured at the transverse vertical plane established by the chassis/engine interface.

9.3.2C. The maximum width at any location on this plate may not exceed a width greater than a projection through the front and rear points with the front and rear points at the maximum allowable width.

9.3.2D. The maximum width of the bottom plate at any location may not exceed the actual width of the flat surface of the chassis/body work bottom.

9.3.2E. The minimum width of the skid plate must extend to or beyond 0.375 inches of the actual edge of the chassis width as specified herein at both the pedal bulkhead and the chassis/engine interface on both sides of the chassis bottom. The minimum width between these points must extend to or beyond a straight line that connects these points on each side of the race car chassis. Materials which produce physical sparks or pyrotechnic displays when contacting the track surface are not allowed.

9.3.2F. The width of the skid plate may not be greater than 24.00 inches if the chassis bottom plane extends rearward of the chassis/engine interface.

9.3.3. Air Jack Location. The air jack intake must be located aft of the rear wheel centerline and may not be in violation of any other Champ Car specification.

9.4. AERODYNAMIC AND BODY WORK SPECIFICATIONS.

9.4.1. Bodywork – General.

9.4.1A. Any construction or device that is designed to enable deflection of the body work or aerodynamic devices, reduce body work to ground clearance or form a seal between the race car and the track surface shall not be allowed.

9.4.1A.1. Side pod and underbody attachment devices that incorporate dampening mechanisms (i.e., rubber bushings) will not be allowed. Panel deflection must be less than 0.10 inch upon application of a point load of 50 pounds. The construction of each side pod must include a minimum of three (3) mounts consisting of either ¼-28 UNF threaded hole or a through hole which provides adequate clearance for a 0.25 inch rod with access to attach a fastener to secure such rod. The center of such holes must be 0.5 inch or less from the most outboard edge of each side pod. Additional locating criteria are as follows:

9.4.1A.1a. Front - not more than 1.0 inch aft of the leading edge of the pod.

9.4.1A.1b. Midpoint - on the longitudinal axis of the pod.

9.4.1A.1c. Rear - not more than 1.0 inch forward of the body work or aerodynamic device adjacent to the rear tire. If in the opinion of the Technical Director the points provided are not sufficient to determine the rigidity of the side pod or any portion of the pod, additional test points shall be required. All body work must be rigidly attached to the major sprung load carrying structure of the race car.

9.4.1A.2. Chassis or major body panels, front wings with a chord length greater than 8.0 inches and rear wings with a chord length greater than 11.00 inches shall be subject to a panel/structure point load deflection test – test weight 50 pounds. Deflection not to exceed 0.10 inch.

9.4.1A.2a. Chassis and body work – load to be applied as deemed necessary by Champ Car.

9.4.1A.2b. Wings – on each end of the wing a 9/32 inch hole shall be drilled through the outboard most vertical element at the mid point of the chord length, or a ¼-28 UNF threaded hole through the bottom surface at the mid point of the chord length of the wing not more than 0.5 inch inboard of the outboard most element. The load may be applied to each end of the wing simultaneously.

9.4.1A.2c. A rearward load of 225 pounds will be applied to the rear wing main plane. Longitudinal displacement may not exceed 0.10 inches when the load is applied.

9.4.1A.3. Body winglets, dividers, fins, flaps, strakes, tabs, vanes, vortex generators and front wings with a chord length of 8.0 inches or less and rear wings with a chord length of 12.00 inches or less shall be subject to a panel/structure point load deflection test – test weight 15 pounds. Deflection not to exceed 0.10 inch.

9.4.1B. Body work and aerodynamic devices between the rear tires aft of the transverse vertical projection of the leading edge of the rim must not obscure any part of the tire aft of this projection when the race car is viewed perpendicular to the side, top or bottom. All body work and aerodynamic devices, excluding the rear wing airfoils and end plates, must have a minimum clearance of 4.0 inches and a maximum clearance of 7.0 inches between the body work and the cross section of the tire when measured perpendicular to the tread of the tire.

9.4.1C. The maximum height of any bodywork or aerodynamic devices forward of the rear wheel centerline that exceeds 23.00 inches from the vehicle centerline must not exceed a height of 18.00 inches to the chassis reference plane.

9.4.1D. No body work or aerodynamic device, except the rear wing(s) and that body work which is formed to cover the transmission assembly, may extend beyond a transverse vertical projection of the termination of the trailing edge of the underwing diffuser. Only body work formed to cover the gear box assembly may be continuous with the underwing assembly but in any case such body work may not extend wider than 8.0 inches either side of the chassis longitudinal axis. Any part of the race car, except the body work as herein specified, that may constitute an extension of the underwing either continuous with or removed from the underwing shall not be allowed. All bodywork and aerodynamic devices except the rear wing shall terminate forward of a transverse plane perpendicular to the reference plane 11.00 inches aft of the differential center line.

9.4.2. Side Pods. Participation in the 2005 Champ Car World Series is strictly limited to side pods manufactured in accordance with 2000 through 2004 Champ Car rules by Lola and Reynard. No other side pods are permitted. Modifications to the side pod area are only allowed within the rules of the aerodynamic freeze (9.1.9).

9.4.2A. The maximum side pod width is 63.00 inches (ref. 9.2.2B.) The contour of the horizontal surface that joins the outside vertical panel to the outside tunnel wall is free provided the height is not less than 2.0 inches or greater than 3.0 inches above the chassis reference plane through the minimum width of the underbody as specified herein. At a width greater than the minimum width but not more than 63.00 inches, the panel(s) must be at least 2.0 inches above the chassis reference plane. The surface aft of the chassis/engine interface bulkhead to the diffuser exit must not be less than 2.0 inches or greater than 2.25 inches above the chassis reference plane.

9.4.2B. The side pod upper horizontal panel and the adjoining body work configuration must begin at or rearward of the 22.00 inch line but not more than aft of the 25.00 inch line. The underbody, outboard vertical panel, upper horizontal panel and adjoining body work configuration that forms the side pod must be continuous throughout the entire width of the side pod starting at this plane and must extend rearward beyond a transverse vertical plane 8 inches forward of the differential centerline but may not extend beyond the differential centerline.

9.4.2C. The underbody, outboard vertical panel, upper horizontal panel and adjoining body work configuration that forms the side pod must conform to the following minimum width dimensions. The station dimension is the distance aft of the pedal bulkhead reference plane.

Station (inches)	Minimum Width (inches)
30.00	28.00
40.00-45.00	50.00
45.00 to seat back bulkhead (9.1.10D)	60.00
Seat back bulkhead to bodywork adjacent to rear tire (9.4.6J.)	50.00

9.4.2D. A minimum vertical dimension of 14.00 inches above the chassis reference plane must be maintained throughout the upper horizontal panel of the side pod from the 40.00 inch line to a transverse vertical plane through the most rearward element of the bulkhead at the chassis/engine interface.

9.4.2E. The outboard vertical panel must be continuous throughout the minimum specifications herein prescribed and extend from a maximum of 7.5 inches above the chassis reference plane to the upper horizontal panel at the 30.00 inch line to a maximum height of 3.00 inches at the 40.00 inch line through the most rearward element of the bulkhead at the chassis/engine interface.

9.4.2F. Openings to ducts that supply or extract air to the chassis or mechanical components may emanate or terminate only through the vertical or upper horizontal panels. Openings must be forward of the 30.00 inch line or behind the most rearward transverse vertical plane through the seat back bulkhead.

9.4.2G. The underbody or a lip may extend outboard of the widest vertical element of the side pod but must not extend beyond the maximum allowable width of the race car.

9.4.3. Underbody. Participation in the 2005 Champ Car World Series is strictly limited to underbodies manufactured in accordance with 2000 through 2004 Champ Car rules by Lola and Reynard. No other underbody is permitted. Modifications to the underbody are only allowed within the rules of the aerodynamic freeze (9.1.9).

The exit of the underbody cannot exceed a vertical height of 6.0 inches when measured from the chassis reference plane, nor exceed 20.00 inches in width (Illustration 14).

9.4.3A. The underbody must extend to the minimum width as specified herein and a maximum of 63.00 inches in width from the 40.00 inch line to an arc forward of the rear tire(s) not more than 7.0 inches greater than or 4.0 inches less than the largest outside diameter of the rear tire. The cross section of the tire shall also have a minimum of 4.0 inches of clearance from the closest body work. The underbody must extend to a minimum of 60.00 inches and a maximum of 63.00 inches at the transverse vertical plane established by the most rearward section of the rear bulkhead of the driver compartment.

9.4.3B. The underbody or any other surface of the race car that faces the track surface must be continuous without openings or gaps throughout the entire length and width of the race car. Holes through any underbody surface to accommodate instrumentation components are allowed provided such holes and/or components are sealed to prevent the ducting of air to/from other spaces or surfaces. Other than provided for herein, only seams between mating pieces and fasteners will be allowed.

9.4.3C. Dividers, fins or strakes are not permitted within the tunnel area of the underbody of the race car exposed to the air stream aft of the transverse vertical plane perpendicular to the chassis reference plane that intersects the seat back bulkhead at the most forward point on the seat back bulkhead not more than 15.00 inches above the chassis reference plane. Devices to enhance or straighten air flow in the area are not allowed.

9.4.4. Engine Cover. The upper body work that covers the engine must meet the following minimum dimensions:

9.4.4A. At the chassis/engine interface – 15.00 inches above the chassis reference plane, a width of 10.00 inches either side of the longitudinal center line.

9.4.4B. At a transverse plane 22.00 inches aft of the chassis/engine interface – 15.00 inches above the chassis reference plane a width of 8.0 inches either side of the longitudinal center line.

9.4.4C. Body work and aerodynamic devices are not allowed in the following prescribed areas: (re: Illustration 17)

9.4.4C.1. Aft of the transverse vertical plane through the rear wheel center line and above a transverse horizontal plane at a height of 24.00 inches above the chassis reference plane.

9.4.4C.2. From the transverse vertical plane through the rear wheel center line to a parallel transverse vertical plane 12.00 inches forward of this, above a transverse horizontal plane at a height of 24.00 inches above the chassis reference plane and extending from a longitudinal vertical plane 1.0 inch from the race car center line to a longitudinal vertical plane 23.00 inches from the race car center line.

9.4.4C.3. Except as may be provided for herein, fins, veins, wickers or spoilers on the engine cover adjacent to this area are not allowed.

9.4.5. Front Wing. Participation in the 2005 Champ Car World Series is strictly limited to front wings manufactured in accordance with 2000 through 2004 Champ Car rules by Lola and Reynard. No other front wing is permitted.

9.4.5A. Overall Width. When viewed in plan the most outboard leading edge, including the Reynard front end wing plate rubbing strips or the Lola horizontal shelf end plate must incorporate a minimum radius of 1.0 inch to join the leading edge with any longitudinal element (Ref: Illustration 1).

9.4.5B. No aerodynamic devices, body winglets, dividers, fins, flaps, front wings, strakes, tabs, vanes, vortex generators or like devices are allowed aft of an arc 14.00 inches forward of the front wheel spindle center, as measured from the center of the tire tread, with the outer wheel rim surface parallel to the longitudinal center line of the race car, extending rearward to a transverse vertical plane 22.00 inches aft of the master cylinder mounting flange. Aerodynamic devices are not allowed from a transverse vertical plane 22.00 inches aft of the pedal bulkhead front surface rearward to the transverse vertical plane through the most rearward element of the steering wheel within the width of a longitudinal vertical projection of the widest section of the cockpit opening. No airfoil, end plate or attachment (flap, vane, vortex generator or Gurney flap/wicker) located forward of this arc may extend higher than 19.75 inches above the chassis reference plane.

9.4.5C. With the exception of the wing as herein specified, the chassis or body work forward of a transverse vertical plane through the front wheel center line may not exceed a width of 22.50 inches or be constructed with or incorporate any aerodynamic devices.

9.4.5D. The leading edge of any end plate may not extend forward of the minimum radius as specified pursuant to 9.4.5A. herein. Any fence may not extend forward of a vertical plane parallel to and at least 1.0 inch aft of the leading edge of the most forward airfoil at the junction of the end plate or fence to the airfoil. The end plate or fence may not extend above a plane with an included angle of 15 degrees tangent to the upper surface of the airfoil for a minimum of 6.0 inches aft of the leading edge of the airfoil.

9.4.6. Rear Wing(s). Participation in the 2005 Champ Car World Series is strictly limited to rear wings manufactured in accordance with 2000 through 2004 Champ Car rules by Lola and Reynard. No other rear wing is permitted.

9.4.6A. Rear airfoils including end plates and body work shall be centered on the longitudinal axis.

9.4.6B. Any part of the rear airfoil section, end plates or mount may not extend aft more than 30.25 inches behind the transverse vertical projection of the rear wheel centerline as measured rearward from the center of the tire tread.

9.4.6C. General.

9.4.6C.1. Height.

9.4.6C.1a. Road Course and Short Oval Events: Elkhart Lake Registered Profile – 36.00 inch maximum to the end plate. 33.00 inch maximum, 32.75 inch minimum to the top of the flap (Illustration 2A)

9.4.6C.1b. Oval Events: Elkhart Lake registered main plane profile and new Champ Car flap 32.00 inch maximum to the end plate. 30.00 inch maximum, 29.75 inch minimum to the top of the flap. (Illustration 2C)

9.4.6C.2. Overall Width: Maximum 43.00 inches including end plates and fasteners. Additionally, for the Elkhart Lake registered profile for road courses and short ovals, minimum overall width is 42.75 inches.

9.4.6C.3. Airfoil section (vertical) thickness – no attachments (flap, vane, vortex generator or gurney flap/wicker) may extend beyond the maximum allowable thickness:

9.4.6C.3a. Road Course and Short Oval Events: Airfoil section (vertical) thickness – controlled dimensions. The airfoil section must consist of two airfoil sections which comply with the Elkhart Lake registered profile for the main plane and flap. The elements must fit within the prescribed profile (re: Illustrations 2A and 2C). The cross section of the main plane and flap must be unchanged through any cross section throughout the entire span of these elements. The gap between the main plane and the flap may not be less than 0.25 inch or larger than 0.40 inch. With the exception of this gap, the main plane and flap must be continuous throughout the entire span, without holes, slots or gaps.
A gurney or wicker may be fitted to the flap provided that the height of the sections of the lowest point of the lowest airfoil to the highest point of the highest airfoil measured parallel to the chassis reference plane does not exceed 8.0 inches (re: Illustration 2C).

9.4.6C.3b. Oval Events: Airfoil section (vertical) thickness – controlled dimensions. The airfoil section must consist of two airfoil sections which comply with the Elkhart Lake registered profile for the main plane and a new Champ Car flap. The elements must fit within the prescribed profile (re: Illustrations 2B and 2D). The cross section of the main plane and flap must be unchanged through any cross section throughout the entire span of these elements. The gap between the main plane and the flap may not be less than 0.25 inch or larger than 0.40 inch. With the exception of this gap, the main plane and flap must be continuous throughout the entire span, without holes, slots or gaps.

A gurney or wicker may be fitted to the flap provided that the height of the sections of the lowest point of the lowest airfoil to the highest point of the highest airfoil measured parallel to the chassis reference plane does not exceed 5.00 inches (re: Illustration 2D).

9.4.6C.3c. Any airfoil surface that is not continuous will constitute a multiple airfoil section. Each interruption of the surface by a slot, gap or gurney flap/wicker shall be considered an additional airfoil section.

9.4.6D.4. End Plate.

9.4.6D.4a. Road Course and Short Oval Events: the end plate must conform to the following specifications:

9.4.6D.4a.1. Length (longitudinal): Maximum 24.00 inches as measured perpendicular to the chassis reference plane from the most forward point on the leading edge of the end plate to the most rearward point on the trailing edge of the end plate.

9.4.6D.4a.2. End Plate Height (vertical): Maximum 14.00 inches. The bottom edge of the end plate must be a minimum of 18.00 inches above the plane established by the chassis reference plane.

9.4.6D.4a.3. Thickness: Maximum 1.0 inch each side of a vertical plane through the longitudinal axis of the race car.

9.4.6D.4b. Oval Events: Controlled dimensions (re: Illustration 2B). The end plate must be flat without contours or wickers.

9.4.6D.4c. Wing Mounting Plates: Material selection limited to aluminum alloy plate.

9.4.7. Brake Ducts. Brake ducts (scoops) to facilitate brake cooling are allowed; however, they must serve no other function than to direct air for cooling to the brake mechanism.

9.4.7A. Brake ducts that extend above the tire must not obscure any portion of the tire tread when viewed perpendicular to the tread.

9.4.7B. Formed structural suspension pieces and brake ducting must be approved by Champ Car prior to use.

9.4.7C. Rear brake ducts and backing plates may not extend beyond the width of the rear wheel rim below a plane through the center line of the wheel parallel to the chassis reference plane unless the 4.0 inch clearance between these components and adjacent body work and aerodynamic devices, excluding the rear wing airfoils and end plates is maintained.

9.4.8. Prohibited Aerodynamic Devices.

9.4.8A. Any devices or attachments designed to affect airflow, which are movable or adjustable by the driver while the race car is running, are not allowed. All body work and aerodynamic devices must be mounted in a manner to minimize deflection. Any construction or device that is designed to enable the deflection of any part which affects airflow is not allowed. Upon inspection of any construction or device that is deemed by the Technical Director to be in conflict with this provision, Champ Car may require additional tests to determine the uniform construction of a panel or mount. Such tests may include a deflection of less than .10 inch upon the application of a point load of up to fifty (50) pounds. The load may be applied in any direction.

9.4.8B. Devices which allow remote adjustment of aerodynamic devices are not allowed.

9.4.8C. No device to move air (i.e., fan) can be used to aid in the movement or removal of air under the race car. No part (i.e., wheel, engine or engine component) can be designed or modified to function as a fan or pump. The air to any fan or pump must come from the outboard vertical panels, upper horizontal panels and adjoining body work or structure (side and/or top surfaces) of the race car. No power ground effects are allowed.

9.4.8D. Airfoils may not be mounted or act directly on any suspension or unsprung part of the race car. Attachments on any unsprung part of the race car that may streamline airflow or increase lift, downforce, improve underbody airflow velocity, or to form a surface which could be construed as an extension of the underwing are forbidden. Unsprung structural members that are formed to reduce aerodynamic drag must not be constructed to increase lift or downforce.

9.4.8E. Forward facing openings or openings in the bottom of the main supporting structure (chassis) or panels covering this main supporting structure that facilitate the movement of air under the race car are not allowed.

9.5. ENGINE SPECIFICATIONS.

9.5.1. The formula is limited to the Cosworth XFE 4 cam 90 degree V8 four cycle overhead camshaft engines-maximum displacement of 2,650 cc (161.703 cu. in.)

9.5.2. The following limitations shall govern the construction of all engines that may be used in race cars:

9.5.2A. Engines.

9.5.2A.1. No component or part of the engine as provided by Cosworth may be modified or replaced without the written permission of Champ Car.

9.5.2A.2. A rev limit of 12,000 RPM will be used for the 2005 season. Champ Car shall have the ability to reduce this RPM limit for safety reasons.

9.5.2A.3. All adjustments to any engine function must be made either by the driver, onboard management system or while the race car is being attended to in the pit lane. Remote adjustment of any engine function is not allowed.

9.5.2B. Exhaust System. The exhaust primary tubes must be 2.00 inches outside diameter and 20.00 inches long.

9.5.2B.1 Exhaust tubing used in the primary exhaust pipes must remain constant in diameter throughout their length.

9.5.2B.2 All material used in the construction of the exhaust system must be stainless steel or inconel and maintain a minimum thickness of .049 inches. Coating of the exhaust system is prohibited.

9.5.2B.3 Exhaust. Exhaust systems must be designed to create a minimum fire hazard and a minimum hazard to other competitors. When coincidental with the diffuser exit, the exhaust system may extend beyond the termination of the diffuser exit a maximum of 0.5 inch.

9.5.2C Air Filter.

9.5.2C.1. The air filter supplied by Cosworth must be used without modification.

9.5.2C.2. No addition of air ducts or modification of the intake air duct or the air filter, as tested by Cosworth, is allowed.

9.5.2D. Oil & Coolant Systems. The engine lubricating system must be of the dry sump type. The engine lubrication and cooling systems must incorporate a catch tank or tanks, with a minimum capacity of four (4) U.S. quarts and all connections must comply with the requirements of Champ Car. Only oil approved by Cosworth for use in the XFE engine may be used during all running of the engine.

9.5.3. Accessories.

9.5.3A. Turbocharger. The Cosworth turbocharger as supplied may not be modified or replaced.

9.5.3B. Wastegate. A wastegate(s), pneumatically controlled by the regulated intake manifold pressure, must be installed in the system to control the intake manifold pressure. The wastegate(s) may not be hydraulically or electrically powered. The wastegate(s) must be run as supplied by Cosworth without modification.

9.5.3C. Intercoolers. Intercoolers or devices designed to reduce the charge air below the compressor discharge temperature other than the temperature differential obtained by the evaporation of the fuel are not allowed.

9.5.3D. Throttle.

9.5.3D.1. All engine throttle control systems must be mechanical, must be directly linked to the driver's throttle pedal, and may not be electronically controlled or actuated.

9.5.3D.2. Throttle Safety Control System: The throttle must be equipped with a provision to allow the driver to reduce engine RPMs in the event that the throttle sticks in the open position.

9.5.3E. Clutch. Race cars must have a de-clutching device. Friction material may not be carbon/carbon. Automatic clutching mechanisms are not allowed. The clutch may not be activated or controlled electronically. Diameter – 4.5 inches minimum.

9.5.4. Pressure.

9.5.4A. The manifold pressure relief valve must be installed on the Cosworth XFE engine without modification.

9.5.4A.1. The allowable intake manifold pressure for road, street course and short oval events for the 2005 season shall be limited to a maximum pressure of forty-one and a half (41.5) inches of mercury absolute except when the Cosworth Engine Control Unit push to pass function is active during a race. When push to pass is activated, the intake manifold pressure is limited to forty four (44) inches of mercury absolute for road, street course and short oval events for the 2005 season. The allowable intake manifold pressure shall be limited to a maximum pressure of thirty-nine (39) inches of mercury absolute for oval events for the 2005 season.

9.5.4A.2. The following procedure will pertain to all intake manifold pressure relief valves used during all phases at all Champ Car sanctioned Champ Car events.

9.5.4A.2a. All intake manifold pressure relief valves that are used during any phase of a Champ Car sanctioned event shall be leased to the entrant and will remain the property of Champ Car. Valves used during sanctioned events will be maintained by Champ Car to ensure the operation of all such valves is as identical as possible.

9.5.4A.2b. Following each day of race track activity and at the end of every event, all intake manifold pressure relief valves will be collected and retained by Champ Car until the next event.

9.5.4A.3. All intake manifold pressure relief valve installations shall be approved by the Officials. The pressure relief valve must be mounted in such a manner that it can be installed or removed without the removal of any body components. No scoops or other devices that could direct air flow to the valve will be permitted. Minimum body work opening: 3 inches each side of the longitudinal center line of the manifold pressure relief valve mount – 3.31 inches radius concentric with the center of the manifold pressure relief valve mount fore and aft intersecting the longitudinal opening. Any race car which exceeds the manifold pressure requirement as set forth above during practice, qualifications, and/or competition may be disqualified or penalized by the Officials. Any attempt to defeat the valve may result in the imposition of a fine in the amount of one thousand dollars ($1,000 U.S.) to the Team Manager for the race car involved.

9.5.4A.4. The manifold pressure relief valve is equipped with a linear potentiometer to measure main valve lift. The loom connector necessary to couple with the valve is a 3 pin connector:

Deutsch: 6020-8-98SN

Connectors are to be wired as follows:

Pin 1 - signal
Pin 2 - 7 - 20 volt input
Pin 3 - ground

9.6. ELECTRONICS.

9.6.1. Electronic System. Each team must submit their entire electronic system to Champ Car for approval. All electronic units containing a microprocessor or reprogrammable device must be declared at technical inspection. All set up and calibration data that is stored in an electronic unit's memory may be requested by Champ Car and must be submitted by the entrant upon demand. Data sets from on board data loggers may be requested by Champ Car and must also be surrendered upon demand.

9.6.2. The use of any sensor or system to do any type of active control (electronic) of any car function or system is prohibited unless covered in this Rule Book, with the exception of engine management and the cut of spark and/or fuel for the shift without lift.

9.6.3 Electronic Sensors. All sensors must be declared to Champ Car prior to each event. Sensors not explicitly mentioned above must still be declared and approved by Champ Car. Any entrant failing to adhere to this rule will be disqualified or penalized.

9.6.3A. The following chassis sensors are allowed:

Any chassis temperature
Any chassis pressure (single tap only)
Four wheel speeds
Any driver controllable positions
Any strain gauge load sensors
Any angular rate sensor
Any gyro
One external three axis accelerometer
Global Positioning Systems (GPS) sensors
Wheel position and wheel force (not to be used to measure ride height (relative to road surface) directly)

9.6.3B. The following chassis sensors are not allowed:

No laser or ultrasonic ride height sensors
No optical speed sensors
No half shaft or gearbox input shaft torque sensors
No multi-tap pressure sensors
No pitot sensor

9.6.3C. Engine Sensors. Only the approved Cosworth engine sensors and engine wiring looms are permitted. No additional engine sensors are allowed without the approval of Champ Car.

9.6.4 Logged Data Collection. A logged car dataset must be submitted to Champ Car upon demand. The dataset must contain the following channels:

- Car Speed
- Wheel Speeds
- Lateral Acceleration
- Longitudinal Acceleration
- Vertical Acceleration
- Steering
- Throttle
- Distance
- Lap Distance
- Gear
- Boost
- Engine Speed

9.6.5. Engine Control System. The engine control electronic system is limited to that supplied by Cosworth for the Cosworth XFE engine.

9.6.6. Engine Data Logger. Champ Car will supply each entrant a data logger and wiring harness to be used at all race events. The logger may not be disconnected without approval of the Officials. Any entrant failing to adhere to this rule will be disqualified or penalized.

A space must be provided within the bodywork to mount the data logger. Clearance must be allowed for connecting cables. Vehicle power and serial stream from the ECU must be supplied to the data logger.

9.6.7. Traction Control. Traction control is not allowed. Electronically controlled or activated traction controlled devices are not allowed. Any system (other than the mechanical throttling device linked directly to the driver's foot), open or closed loop, driver activated, gear selectable, track position activated or otherwise that selectively reduces torque/power of the engine to some lower level under any circumstances is a form of traction control and is therefore illegal except:

1. Pit lane speed limiter using either front wheel or rear wheel signal as input;
2. Driver selected map/mixture switch use when not in contravention of the traction control rule stated herein;
3. Where torque is reduced during open throttle gear shift for less than 0.5 seconds.

9.6.8. Master Switch. All race car construction must incorporate a switch which is operated from the left side of the race car at the base of the roll bar. The switch must energize the on board fire extinguisher and shut off the ignition. A loop or other provision is to be provided for remote operation by a pole with a hook. The loop is to be clearly marked by a decal that will be supplied by Champ Car.

9.6.9. Ignition Switch. All race cars must be equipped with an ignition switch or emergency shutoff located within easy reach of the driver.

9.6.10. Running Lights. A red warning light must be mounted at the center line of the rear of the race car so as to be visible by those approaching from the rear. The light must be at least 12 candela with a 7.75 square inch minimum lens surface area as measured perpendicular to the longitudinal axis of the race car. An on-board electrical source must be supplied that will enable the light to operate at its rated brightness during any portion of an event when such is directed by the Officials. The running light may be turned on to identify rookie drivers. The running light must flash at a rate of 2 Hz while the car is in pit lane speed control mode. The running light must flash with a unique recognizable pattern when the engine is not running and there is power to the cars ignition system (engine stall indication).

9.6.11. Impact Recorder. A clear area for the impact recorder must be provided on the chassis with provision for attaching the recorder directly to the chassis with four mounting bolts. The preferred location is an area on the center line of the chassis floor rearward of the instrument panel bulkhead and forward of a transverse vertical plane established by the most rearward section of the rear bulkhead of the drivers compartment; however, when chassis construction can not accommodate the recorder in this area the recorder must be mounted to the chassis as low as possible in an area adjacent to or aft of the instrument panel bulkhead. All mounting locations must be approved by Champ Car. See Illustration 19 for box size. Un-switched vehicle power and a serial stream connection to the on board data logger is to be supplied to the box utilizing a loom connector of ASL606-05PN-HE.

Connector is to be wired as follows:

Pin 1 - Battery +
Pin 2 - Battery -
Pin 3 - Team Serial Port (RXD2LO)
Pin 4 - Team Serial Port (RXD2HI)
Pin 5 - Engine Running Logging Trigger

An interface harness with expansion capabilities will be supplied by Champ Car.

The impact recorder must be properly installed during all on track activities and accessible for easy removal.

9.6.12. Earpiece Accelerometers. An interface harness and earpieces will be supplied by Champ Car for the use of earpiece accelerometers.

9.6.13.Timing Transponder.

9.6.13A. Transponders are required on all cars. Each entered race car will be assigned a transponder by Champ Car. Each entrant is required to correctly mount the transponder on the correct car. Tampering with the transponder, modifying the transponder or transferring the transponder to another car is not allowed.

9.6.13B. The timing transponder and cover must be located per template provided by Champ Car technical inspection.

9.6.13C. The 2005 Champ Car timing transponder cover as supplied by Mark One Composites is specified and mandated for all entrants. The use of any other transponder cover is prohibited.

9.6.13D. Transponders may not be taken in to the pit lane unless they are properly attached to their assigned race car.

9.6.14. On-Board Television Camera. All race cars must be fitted with either a roll over bar mounted on-board camera and housing or duplicate dummy camera housing, both fitted to a common aluminum base. The on-board television camera and transmitter must be fitted to the race car upon the direction of Champ Car. Only cameras authorized by Champ Car that are used to provide video signals for Champ Car licensed broadcasts may be installed on a race car during any phase of a Champ Car sanctioned event (Illustration 21).

9.6.14A. A camera housing may be installed on race cars in other locations. Should consideration for such installation be contrary to this Rule Book, a request must be submitted to Champ Car for review and approval prior to installation. The request must be in writing and must include all details and specifications pertinent to such request. Upon acceptance, the installation must be as approved and without any alteration. Decision of acceptance is not subject to protest. Permission may be revoked or withdrawn.

9.6.14B. A space must be provided within the body work on the topside of the left hand radiator to mount the hub/transmitter and battery. Clearance must be allowed for the connecting cables.

9.7. FUEL SYSTEM.

9.7.1. Fuel.

9.7.1A. Type. Fuel is restricted to methanol only. Additives are prohibited.

9.7.1B. Consumption. The fuel allocation for the race will be calculated using the official distance as specified by Champ Car and will be based on a formula of 1.85 miles per U.S. gallon. The total fuel allocation will be dispensed into the entrant's pit fuel storage tank. The competitor will be allowed to start the race with an additional amount of fuel in the race car. This amount will be determined by the competitor. Fuel may be introduced into the engine through any intake system component(s). Any fuel expended must be expended through the combustion cycle.

9.7.1C. Compliance. Fuel is subject to testing at any time. Any deviation(s) or violation(s) of the specifications governing the quality or quantity of fuel as herein stated is not allowed.

9.7.2. Cell. Fuel cells as supplied by Lola and Reynard in accordance with 2000 through 2004 Champ Car race car specifications, without modification, are the only fuel cells permitted.

9.7.3. Capacity. The maximum capacity of the total fuel system shall be thirty-five (35) U.S. gallons. All fuel must be contained in a single cell.

9.7.4. Construction.

9.7.4A. All race cars shall be designed to refuel from the left and right side. However, only one operational single fuel hose connection is allowed at any time. The unused port must be covered with an aluminum panel with a minimum thickness of .060 inch. This panel must be fastened and sealed using fasteners that secure the refueling valve to the cell and must incorporate a through inspection hole of 0.375 inch diameter in the approximate center of the panel. If the fuel receiving valve is removed, the unused port must be covered with an aluminum panel minimum .250 inch thick and sealed. Fuel receiving race car pieces that are mounted at an angle of less than 45 degrees to a horizontal plane must be fitted with covers to prohibit the collection of debris on the receiver.

9.7.4B. The fuel cell must be constructed and supported in a manner that will ensure that every possible precaution has been taken to avoid rupture or breakage.

9.7.4C. The fuel cell must be surrounded by an approved anti-penetrant container (outer liner) of impact penetration prevention material meeting the following minimum specifications (USAC Specification No. CRFS 103 as amended and updated):

Type: Non-woven Nylon Ballistics Felt
Gauge: 0.375 inch thick
Weight: 52 to 55 ounces
OR
Type: Nylon
Ply: Two Ply
Weight: 48 ounces
Design: The outer liner must surround all of the fuel cell and shall be contoured to fit the cell snugly and without wrinkles. The anti-penetrant container shall be a one piece assembly except that one side or end panel may be open or be removable for cell insertion. The anti-penetrant container must not be attached to the race car body or to the cell. The anti-penetrant container shall have openings which coincide with the tank access and plumbing openings. Openings in the material shall be no larger than the projected outside diameter of the metal tank fitting. It is recommended that the front and aft of the anti-penetrant container should be made of two (2) thicknesses of material for a total thickness of 0.75 inch minimum.

9.7.5. Miscellaneous Specifications.

9.7.5A. Electric fuel pumps are not allowed.

9.7.5B. All race cars must incorporate the use of an approved self-sealing break-away valve in the fuel line, connecting both the main fuel supply line to the engine and the fuel return lines from the engine. This installation must be installed as close to the fuel cell as possible. Care must be taken to ensure the proper operation of the valve should circumstances require such. This valve must be directly attached to the bulkhead fitting. Break-away fittings must be crashworthy certified couplings.

9.7.5C. All components (lines, fittings, pumps and canisters) used in the fuel supply and return system must be installed to eliminate the possibility of fuel spillage in case of impact. The fuel system must be constructed so the break-away valves will function as per their design in case of impact.

9.7.5D. The fuel cell must be grounded to the main supporting structure of the race car.

9.7.5E. The fueling system must be static grounded prior to the connection of the refueling hose.

9.7.5F. Threaded openings larger than 1.5 inches diameter require provisions for locking.

9.7.5G. All hardware and fittings that stand more than 1.0 inch off the cell must be protected by the chassis or rollover bar or rollover bar supports (Illustration 8).

9.7.5H. The fuel cell vent must have a check valve and vent outside and away from the cockpit and exhaust system. The cell must not vent into the rollover bar, the chassis within the body work or any container.

9.7.5I. Single point refueling/venting receivers specifically approved by Champ Car must be fitted. The exclusive supplier of these components is Induction Systems Inc. (re: 8.7.1.).

9.7.5J. Vent Manifold: All fuel cell vent manifold hardware required for the single point refueling/venting operations shall be of design and manufacturer specified by Champ Car. Alterations, unless specifically approved by Champ Car, are not allowed. The exclusive supplier for these components is Technosports (re: 8.7.1.).

9.7.5K. Vent Receiver: The Induction Systems single seal VR LFTM must be installed on all race cars for fuel top off on the grid. The exclusive supplier for this component is Induction Systems Inc (re: 8.7.1.).

9.7.5L. The 2004 Champ Car standard fuel cell outlet housing and outlet tube as supplied by Dan D. Jones and Associates is specified and mandatory for all entrants (ref. 8.7.1.). The use of any other device in the race car to increase the fill rate of fuel is prohibited.

9.8. FLUIDS.

The addition of any fluid during a race car's qualifying attempt or during the running of the race until the race car has been released from any subsequent technical inspection is not allowed unless approved by the Officials or specifically stated in this Rule Book.

9.8.1. Coolant System. The coolant system must incorporate a catch tank or system to prevent spilling of coolant.

9.8.2. Liquid Lines. All liquid lines must be mounted to avoid chafing.

9.8.3. Caps. Flip-type fittings are not permitted on any tank or container carrying liquids. Caps must be tethered.

9.9. STEERING AND SUSPENSION PARTS.

9.9.1. Any device that will allow the driver or allow for the remote adjustment of the ride height or shock absorber adjustment of the race car is not allowed. Shock absorbers (dampers) which provide adjustments for bump, rate of rebound and weight transfer systems which operate primarily to affect one wheel only will be allowed provided that such systems are not contrary to that stated above. Suspension components may not be controlled or activated by electrical or electronic devices unless specifically approved by Champ Car. Automatic ride height and/or roll control by an active system receiving power from a pump or compressor is not allowed. Interconnection of the hydraulic circuits of two or more shock absorbers, on either side to side or front to rear is not allowed. All systems in their entirety must be commercially available to all competitors.

9.9.2. All highly stressed steering and suspension components shall be made from SAE 4130 steel or an alloy, specified by its manufacturer as having equivalent physical properties. Front and rear uprights may be made of magnesium alloy or an aluminum alloy. All such parts must be heat treated, including stress relieving, normalizing, annealing and hardening when applicable, after forming and/or welding as recommended by the manufacturer of the alloy being used. All such parts that are electroplated must be oven-baked at a temperature of 375 degrees Fahrenheit, plus or minus 25 degrees, for not less than three (3) hours after such plating. Parts that have been stripped of plating must be similarly baked unless they are to be reprocessed within a three (3) hour period. Parts are not to be joined by brazing, soldering, or by dissimilar metals. Shot peening is recommended for highly stressed parts. Front and rear uprights made of titanium alloy are not allowed.

9.9.3. Every suspension and steering component licked by the air stream, except the front suspension upper control arms, must be made from material whose cross section has an aspect ratio no greater than 3.5:1 as measured parallel to the cross section of the tube. The cross section of the front suspension upper control arm must not be greater than 2.75:1. All suspension components may however have sections with an aspect ratio greater than 3.5:1 provided these are adjacent to their inner and outer attachments and do not extend beyond a 6.0 inch arc struck from the center of the attachment point. Non-structural fairings on control arms, push rods and steering tie rods are not allowed.

9.9.4. The forward and trailing members of the front upper and lower suspension control arms must be joined together as close as practical to the chassis mounting points with a structural member that will reduce the possibility of penetration of the chassis by the control arm in case of impact. The minimum outside diameter of this connecting link is .375 inch.

9.9.5. All race cars shall be constructed so the suspension is symmetrical about the longitudinal axis through the chassis/ running gear. Race cars will be measured at the wheel hub center by projecting a vertical plane from the widest outside rim surface to a vertical plane projected from points symmetrical on each side of the body work, chassis or final drive housing. The measurement for either side must not differ from the other side by more than 0.75 inch.

9.9.6. The front suspension lower forward control arms and the rear suspension lower rear control arms must be designed and constructed so as to limit the movement of the wheel and upright assemblies in case of impact. These components must be designed and mounted such that the tensile strength of these elements is greater than the tensile strength of any other element, except the energy absorbing restraints, attaching the wheel and upright (hub) assemblies to the chassis.

9.9.7. The steering shaft must be constructed in a manner to restrict its rearward movement in the event of frontal impact.

9.9.8. Energy Absorbing Restraints. An energy absorbing restraint system must be fitted to attach each wheel and upright assembly to the chassis.

9.9.8A. Each energy absorbing restraint system (the attachment between each wheel and upright assembly and the chassis) must include 2 cables (ropes). The length of the cables, if secured at common attachment points, must differ by 0.75 inch. If the attachment points differ for each cable, the

cable lengths and the attachment points must be designed to accept multiple impact loading. The attachment points must have a minimum tensile strength of 70kN.

9.9.8B. Each cable must have a maximum tensile strength of 70kN and must be capable of absorbing more than 2kJ.

9.9.8C. Cables must be enclosed in a protective fairing however the suspension tube and cable fairing cross section must not exceed the specified suspension cross section aspect ratio, pursuant to 9.9.3. Care must be taken to minimize impingement on the cables during impact.

9.9.8D. Cables that are damaged or that have been involved in an impact that has caused damage to the suspension components restrained by a cable set will be destroyed or confiscated by Champ Car. Only cables supplied by the chassis manufacturer may be fitted to the race car. The cables will be life dated by the manufacturer and may not be used beyond the expiration date. Rear energy absorbing restraints must be renewed, teams will be notified of the dates for this requirement.

9.10. WHEELS.

9.10.1. Each race car is restricted to two front wheels and two rear wheels.

9.10.1A. Only two (2) wheels may be used to steer the race car. Power assisted steering, steering which is activated or controlled electronically, or steering by the chassis, mechanical or suspension components, other than the wheel assemblies and actuating linkage, that are adjustable to change the direction of the race car while the race car is in motion, are not allowed.

9.10.1B. All race cars shall be limited to two driven rear wheels.

9.10.2. The rim diameter shall be 15.00 inches. The rim width shall be as follows, as measured between the tire bead flanges.

9.10.2A. Front Wheels – 10.00 inches (+/- 0.0625 inch).

9.10.2B. Rear Wheels – 14.00 inches (+/- 0.0625 inch).

9.10.2C. The wheel offset, as measured perpendicular from the outside largest diameter to the mounting surface, is limited to a maximum tolerance +/- 0.125 inch.

9.10.3. Weight.

9.10.3A. Front Wheels - 13.48 pounds minimum

9.10.3B. Rear Wheels - 14.70 pounds minimum

9.10.4. Each wheel must have a total unobstructed open area of not less than 30.00 square inches, excluding the mounting hole(s), measured perpendicular to the wheel circumference. The outboard surface of the wheel encompassed within the 12.00 inches of this surface diameter must be offset inward from the largest diameter of the rim a minimum of 1.0 inch. This surface must be an integral part of the wheel and must be attached to the spoke.

9.10.5. Wheel Certification. Wheel manufacturers shall submit a certified test report from an approved independent testing laboratory, showing satisfactory completion of the following tests for each wheel design and size. A minimum of three wheels are required to qualify each wheel design and size. All wheels must be submitted to fluorescent penetrant inspection after each test. Verification of certification must be on file with Champ Car.

9.10.5A. Dynamic Radial Fatigue

Test Load: 4000 pounds
Tire Air Pressure: 60-65 PSI cold
Minimum Required Number of Revolutions: 850,000

9.10.5B. Dynamic Cornering Fatigue

Test Load: 3500 pounds
Minimum Required Number of Revolutions: 500,000

9.10.5C. Hydrostatic Burst

The wheel rim section must withstand a minimum hydrostatic burst test of 250 PSI.

9.10.6. Fluorescent penetrant inspection sensitivity Level 2 per MIL-I-15135 latest revision must be performed for all wheels before the first race and proper documentation presented to Champ Car. One additional wheel inspection with documentation will be required during the season. Teams will be notified of the date for this requirement.

9.10.6A. X-ray radiography must be performed on all new wheels. The X-ray technique must be approved by Champ Car.

9.10.6B. Test results and radiographs must be submitted to Champ Car for approval.

9.10.7. All wheel designs, construction, and modifications to existing wheels must be approved by the Champ Car. Chassis manufacturers must notify all current customers of any change which precludes the new wheel being used on that manufacturer's previous year's race car. Notification must be given no later than sixteen (16) months before the start of the racing season for which such change is to become effective.

9.10.8. A positive wheel nut locking device approved by Champ Car is mandatory and must be properly installed on all wheels/spindles whenever the race car is under power. During practice and qualifying sessions, a Champ Car approved pin or positive wheel nut locking device must be used. Approved devices that function automatically must be used during races. Inserts in the wheel nut are not acceptable. The length of the wheel locating pins must not allow the wheel nut to thread if the wheel is not on the spindle correctly. Centrifugal type locking devices are not acceptable.

9.11. BRAKES.

Race cars shall be equipped with a dual braking system which effectively operates the brakes on all four (4) wheels and is installed to provide braking to two (2) wheels in the event of failure in the system. Power assist, electronic control or activation of the braking system is not allowed. All rotating brake discs must be made of ferrous alloy. Copper tubing or standard automotive brake hose may not be used anywhere in the system. Master cylinders not fixed to the chassis must have flexible lines. The following dimensions apply:

9.11.1. Rotor:

9.11.1A. Overall diameter – 11.00 inches minimum.

9.11.1B. Thickness through lining contact area – 0.50 inch minimum.

9.11.2. Friction Material: Swept area per rotor – 20.00 square inch minimum Selection of friction material is free.

9.11.3. Caliper: Caliper designs (mount and external dimensions that affect wheel clearance) must be compatible with Brembo part numbers:

Front - X95.17.11/24
Rear - X95.17.41/44

Manufacturers may continue to use caliper designs existing prior to August 1, 1996; however, any change to the amount or external dimensions that affects wheel clearance shall require abandoning the existing caliper for a design compatible to the aforementioned specifications.

9.11.4. Wheel Cylinder: Piston area per wheel – 7.0 square inch minimum.

9.11.5. Brake bias may be adjustable front to rear but not side to side or diagonally.

9.11.6. All brake system components must be symmetrical side to side but not necessarily front to back.

9.11.7. Any device which improves the braking efficiency by coupling the front wheels is not allowed.

9.11.8. Brakes may not be cooled by any means other than ducted air (re: 9.4.7.).

9.12. INSPECTIONS - NONDESTRUCTIVE TESTING.

All wheels, critical steering, suspension, and drive line parts must be tested using the appropriate nondestructive testing techniques in accordance with the testing procedures as specified in the Champ Car *Nondestructive Testing Manual* and other applicable NDT procedures. This inspection shall be performed by trained personnel using equipment that has been properly maintained and is appropriate for the inspection procedure that is to be performed. A copy of the inspection report which identifies the parts tested, the date tested and the facility and/or the person(s) performing the test(s) is required and must be presented upon request before a race car may be entered in competition. A copy of the inspection form, properly completed and executed, must be carried by the entrant and available for examination by Champ Car. Any race car involved in an incident, which removes the race car from competition, must be inspected and approved by Champ Car prior to continuing in competition. Champ Car may require additional inspections during the season. All parts presented for inspection must be thoroughly cleaned and stripped. Decorative chrome plating cannot be used on any parts requiring magnetic inspection. It is recommended that all stressed parts be identified for inspection. All parts having been heated and the shape physically changed must be inspected again prior to usage. All chassis component inspections must be performed before the first race and the proper documentation presented to Champ Car. Mandatory chassis component inspections with documentation will be required on two or more occasions during the season. Teams will be notified of the dates for these requirements.

9.13. TIRES.

9.13.1. General. All tires must be specifically designed for automobile racing and must be approved by their manufacturer for such use. The use of any type of tire other than that listed and prescribed by the manufacturer for use at any event is not allowed. Any attempt to change or deface the tire identification code, or modify the tire in any manner not authorized by the manufacturer, is prohibited. Any tire(s) may be withdrawn from competition at the discretion of Champ Car.

9.13.2. Participating Manufacturer's Requirements.

9.13.2A. All tire manufacturers must be approved by Champ Car. Any tire manufacturer that intends to participate must formally declare their intention on or before February, twelve (12) months preceding the season of their first participation and must commit to participate continuously without interruption until formally notifying the sanctioning body of their intent to withdraw their participation. Written notice of intent to withdraw must be given on or before June 30, eighteen (18) months prior to their withdrawal from participation in Champ Car sanctioned Champ Car events.

9.13.2B. Prior to each event, before any tires are mounted, the manufacturer must provide a list of tires and tire positions for each type tire prescribed by that manufacturer and tires that comprise a tire type set for use at the event. All tires must be clearly be identified and marked on the outside of the tire. Identification must be unique to each tire type with regard to construction, tread, rubber compound and tire size (stagger).

9.13.2C. At every event participating tire manufacturers must specify a specific tire type for each tire position.

9.13.2D. In addition to the manufacturers recommended (primary) dry type tires for an event, each manufacturer may only offer:

A dry type tire size (stagger) other than the optimum size recommended by the manufacturer may be provided for the left rear tire specified by the manufacturer. Selection of the stagger will not provide the entrant with any additional tires.

One wet type tire design (size, construction, tread and rubber compound) for each tire position.

9.13.3. Tire Specifications.

9.13.3A. Tires designed specifically for the purpose of qualifying are not allowed.

9.13.3B. Tire Size (dimensions of unused tires):

9.13.3B.1. Front

Diameter - 25.5 (+/- 0.5 inch) measured at 35 PSI at oval events and 20 PSI at road course events

Section Width - 12.00 inches (+ 0.5/ - 1.0 inch) measured at 35 PSI at oval events and 20 PSI at road course events

9.13.3B.2. Rear

Diameter - 27.00 (+/- 0.5 inch) measured at 35 PSI at oval events and 27.7 (+/- 0.5 inch) measured at 20 PSI at road course events

Section Width - 16.00 inches (+/- 0.75 inch) measured at 35 PSI at oval events and 20 PSI at road course events

9.13.4. Entrant Allotment (Subject to periodic review and adjustment).

9.13.4A. A maximum number of dry type tires will be allowed for each entered race car with an assigned driver. Additional tires will not be allocated to spare cars. The dry type tires will be limited as follows:

300 mile race events - thirty-two (32) tires;

All other race events - twenty-eight (28) tires.

Each entrant will be allotted one additional set of tires for use during the first day practice sessions at each race event. These tires must be returned to the tire manufacturer at the conclusion of first day on track activities, whether used or not.

Any dry type tire that is used during any phase of a Champ Car event must be marked by the Officials prior to use and may only be used on the race car as identified by Champ Car markings.

Upon notice the allotment may be adjusted to reflect additional scheduled on track activities at an event.

The dry type tire allocated for an event may be rationed or allocated for the exclusive use during a specific day or event session. The distribution and collection of tires under this provision will be announced in an Event Bulletin.

When an alternate tire is provided for an event by the tire manufacturer, event specific rules will be issued by Event Bulletin to all entrants.

9.13.4B. At road course events a maximum of 24 wet type tires will be allowed for each entered race car with assigned driver. The 24 wet tires will consist of 16 tires brought to the event by the manufacturer and a maximum of 8 tires brought by the entrant.

9.13.4C. Any dry type tire prescribed by the manufacturer for use at an event that is mounted or delivered will be charged to that entrants tire allotment. Tires returned to the mounting area that are new and determined to be unused by the Officials will be credited to the tire allotment of that entrant. Good cause must be shown to exchange any tire.

9.13.4D. Damaged tires will not be replaced as a matter of course; however, additional tires will be available for use by each entrant if, in the opinion of the officials, circumstances warrant replacement. The season allotment of replacement tires will be equal to the number of race events scheduled for that season, i.e., twenty-two (22) race events, twenty-two (22) tires per season. Only actual tires identified by the Officials as damaged shall be considered for replacement. Any replacement tires obtained from the season allotment must be an exact replacement (i.e., position, type/stagger) for the tire. Each entrant can have no more than 3 allotment tires total or no more than 2 allotment tires at any position per event.

9.13.4E. At each event the Officials will select the tires at random for use by each entrant. Excluding set up tires, all dry tires used at the event must be mounted at the facility where the competition is being held. Tire selection will be the exclusive responsibility of Champ Car. Only tires randomly selected from the event inventory by Champ Car may be used at that event. Throughout the event, random selection will be made from the entire event inventory, i.e., any storage area, any stack, any position in any stack. Selection of road course qualifying tires will be pursuant to 9.13.6C.

9.13.4F. Tires for Testing. Tires provided for team testing will be provided as follows:

9.13.4F.1. Each team will receive an allotment of twelve (12) dry type tires per each team test day. Tires allotted for team testing may not be used as additions to race or Champ Car open test allotments. However, teams are free to use their total allocation as they see fit, as tires are available from the manufacturer inventory for a particular purpose. Tires not used on any particular team test day may be used on other team test days by that team, so long as the team abides by their overall test tire allocation.

9.13.4F.2. Teams may not provide tires allocated to them for any purpose to another team. Tires must be returned to the manufacturer except as may be provided for in the rules. Multi-entry teams may use tires in their test allocations for any car that team is testing.

9.13.4F.3. Tire manufacturer(s) may provide special development tires in addition to the entrants allocated testing tires at team organized tests. Such tires will not count against that team's tire testing allocation.

9.13.4F.4. Tires allocated at race events may not be used for testing without proper notice to the tire manufacturer and processing. The use of such tires will count against that teams test tire allocation.

9.13.4F.5. Set up tires allocated specifically for testing will count against that teams test tire allocation.

9.13.4F.6. Wet weather tires may only be used on course when wet weather surface conditions exist. Wet weather tires allocated specifically for testing will count against that teams test tire allocation.

9.13.4F.7. The tire manufacturer will provide "non-specific" or "display" tires for non-test activities, i.e., 5.3.2., 5.3.3., 5.3.4., and 5.3.5.

9.13.4F.8. Damaged test tires will not be replaced.

9.13.4F.9. Unused test tires may be returned to the manufacturer for a test tire allotment credit.

9.13.4F.10. Each team is responsible to maintain accurate records of all tires allocated and/or used for testing. Teams may not use tires for testing in excess of these test tire allocation rules.

9.13.4F.11. Upon request, the tire manufacturer must provide Champ Car an accurate report of test tire distribution. This report shall identify the team, date released, type and quantity of tires distributed for test purposes.

9.13.5. Tire Use.

9.13.5A. Tire Mounting.

1. The Officials must approve any tires mounted at the event facility beginning with the first day listed on the Official Car schedule and continuing through the end of the Champ Car race at the facility. If the tires are to be used for purposes other than the event pursuant to 9.13. of this Rule Book, the requests to mount such tires must be made in writing. Approval must be obtained prior to mounting.

2. Set up tires may be mounted prior to event inventory. These tires will not be included in the manufacturer or team count for that event. Set up tires may not be used for any other purpose unless specifically authorized by the Technical Director.

3. Any tire(s) mounted from the inventoried stock will count towards the team's tire allotment.

9.13.5B. Heating tire wheel assemblies or tire inflation gas is prohibited. Tire covers may not be used in the pit box during any on track activity.

9.13.5C. Tire pressure bleeders are prohibited.

9.13.5D. The tires fitted to any race car to start a race or during any qualifying activity must be of a single tire type set. During any activity tires may only be fitted to the position declared by the manufacturer. A change in direction of rotation is not allowed.

9.13.5E. At oval events the same tires used to qualify a race car must be used on the race car to start the race. In the event that a tire used to qualify a race car is deemed unsafe after an entrant has qualified, the tire may be replaced by an identical tire, at the discretion of the Officials. The replacement tire must be selected from that entrant's tire allotment.

9.13.5F. At road course events the same type tires used to qualify a race car must be used to start the race. The tires used to start the race must be selected from the tires identified as tires to be used to qualify that race car. When the weather condition during qualifying and the start of the race differs – wet to dry or dry to wet – the Officials may allow the use of or specify the use of tires other than the tires used during qualifying pursuant to 9.13.6.

9.13.5G. Teams may scuff wet type tires during the first ten (10) minutes of the first practice session on day one, the first ten (10) minutes of the first practice session on day two and the first (10) minutes of the pre-race warm up session at each event. This is limited to one lap per set. Violations are subject to penalties pursuant to Chapter 10. Further use of wet type tires during the remainder of the session is at the discretion of the Officials.

9.13.6. Road Course Qualifying Tires.

9.13.6A. A maximum of sixteen (16) dry type tires (four tires for each position) will be identified for the road course qualifying sessions.

9.13.6B. Tires must only be used as prescribed by the manufacturer, shall conform to all provisions of this Rule Book, and must be used as tire type sets. Tires may only be used on the race car for which they have been selected.

9.13.6C. As dry type tires are mounted, the Officials will randomly select and mark tires for qualifying.

9.13.6D. During the qualifying session, other than tires and wheels marked "set up", the only dry type tires that will be allowed in the pit lane or fitted on the race car will be those identified by the Officials for qualifying.

9.13.6E. During a qualifying session tires will only be replaced if a sufficient number of the tires allocated to the entrant for the session are damaged or faulty forcing the entrant to forego further qualifying. Tire replacement is at the sole discretion of Champ Car. Replacement tires, if any, must be selected from the entrant's tire allotment.

9.13.6F. The Officials must verify correct tire use by each competitor during all phases of qualifying. If instructed by the Officials, each race car so directed must stop at the designated area in the pit lane for such verification.

9.13.6G. Any dry type tire identified at an event for this purpose may be used to start that road course race even if such tire has not been used during a qualifying session.

9.13.6H. Except when in conflict with existing provisions, dry type tires identified for qualifying may be used during other sessions.

9.13.6I. Wet type tires may be available in the pit lane for use should track conditions warrant such use.

9.14. ROLLOVER PROTECTION.
The race car must be designed and constructed with a system to provide maximum protection to the driver in case of rollover impact (Illustrations 10 and 10A). The protective structure(s) must include the following:

9.14.1. Forward Protective Structure.

9.14.1A. A braced hoop, strut, composite or fabricated supporting structure as high as possible, without interfering with the forward visibility of the driver must be securely fastened to or incorporated within the chassis structure at the instrument panel bulkhead.

9.14.1B. This structure and mount must have the minimum mechanical impact properties equivalent to that of a braced hoop constructed of SAE 4130 or BSI T45 steel alloy round seamless tubing with a minimum outside diameter of 1.000 inch with a minimum wall thickness of 0.080 inch throughout.

9.14.2. Main Protective Structure. The race car must be equipped with a rollover hoop that is securely fastened to the chassis at the rear bulkhead of the driver compartment.

9.14.2A. The main hoop must be constructed of SAE 4130 or BSI T45 steel alloy round seamless tubing with a minimum outside diameter of 1.375 inches with a minimum wall thickness of 0.095 inch throughout. The hoop should follow the contour of the race car chassis or body and must have a minimum inner radius of 2.00 inches at the top of the rollover structure. The contour of the top of the structure shall follow the contour of the inner radii of the structure.

9.14.2B. The main hoop must be adequately braced fore or aft on each side of the longitudinal axis of the race car to secure the rollover structure in an upright position. These braces shall be attached to the upper portion of the hoop and must be constructed of SAE 4130 or BSI T45 steel alloy round seamless tubing with a minimum outside diameter of 1.000 inch with a minimum wall thickness of 0.080 inch throughout.

9.14.2C. The mount must be constructed to distribute high impact and shear loads into the chassis in a manner that will ensure that the rollover structure and chassis remain intact.

9.14.2D. The area between the main hoop and the braces may be joined by a skin if the skin is designed and constructed to enhance the mechanical properties of the rollover structure. The skin should incorporate a honeycomb core and be flanged to mate with the chassis to aid in the distribution of impact and shear loads.

9.14.2E. The inner portion of the structure must have an unobstructed opening as wide as practical at the base and a minimum unobstructed height of 4.0 inches.

9.14.2F. The structure must be designed to permit the lifting and towing of the race car. All surfaces must be as smooth as possible. Radii as large as practical must be incorporated into the structure to prevent snagging or damage to tow or lifting straps.

9.14.2F.1. The forward face of the main structure must be padded with at least 1.0 inch of approved padding. The padding, if not self skinning, must be covered with a thin composite skin of not more than 0.015 inch thick. It is recommended that the headrest padding be continuous and continue upward to cover the entire forward face, and the enclosed open area of the main rollover structure.

9.14.2F.2. Each side of the main rollover hoop must include a bushed hole capable of supporting the load of the race car during lifting. Hole diameter - 0.75 inch minimum. The holes are to be aligned to accept a shaft for lifting. Clearance must be maintained around the shaft to fit a 2.0 inch x 0.25 inch lifting strap.

9.14.2G. Holes through the main support and brace tubes of larger diameter than the tube wall thickness must be bushed with the same type of material used to construct the structure. The entire circumference of the bushings must be welded to the intersecting tubes.

9.14.3. Size. The following minimum criteria must apply with the driver seated in the normal driving position while operating the race car.

9.14.3A. The chassis structure and/or the rollover hoop must be of a minimum width so as to totally obscure the driver helmet from view when the race car is viewed from the race car longitudinal axis from behind at a height equivalent to that of the top of the driver helmet.

9.14.3B. The top of the main rollover hoop must be at least 5.0 inches above the top of the driver helmet.

9.14.3C. The driver helmet must not extend to a height higher than that of a plane connecting the forward and main rollover structures.

9.14.4. Nothing except the brace(s), structural skin and on board camera equipment (ref 9.6.14) may be mounted on this structure above the horizontal plane 6.0 inches below the top of the rollover hoop.

9.14.5. A ball drop test must be performed on the main rollover hoop of all new chassis designs.

9.15. FIRE EQUIPMENT.

Each race car must have built-in operable fire extinguishing equipment located inside the race car and within the wheelbase. Halon or dry powder type fire extinguishers cannot be used. An AFFF system must have a minimum capacity of 2.25 litres of suppressant. Other extinguishants must be of an industry acceptable equivalent capability. Installation of each system must be in accordance with the manufacturer's specifications and must be approved by Champ Car.

9.16. MIRRORS.

Right and left rearview mirrors must be positioned to provide the driver with adequate rear vision. Minimum reflective surface must conform to the dimensions specified in Illustration 7B.

9.17. SEATING SYSTEM.

9.17.1. General. The driver should be positioned as far rearward and as close to the seat back bulkhead as possible. It is absolutely necessary to provide a kick-up (roll-up) forward to the buttocks of sufficient height (maximum height that will not cause driver discomfort) and strength to prevent forward movement and/or rotation of the torso under the seat belt. The seat must be constructed of an approved energy absorbing material, minimum thickness: 1.0 inch measured perpendicular to the seat back, with adequate padding under the buttocks to absorb impact. The padding may be covered with a composite shell contoured to fit and support the driver or a flame resistant fabric lining. To the degree practical, the seating system should provide lateral support and energy absorbing padding on both left and right sides and provide a smooth transition with the headrest (re: 9.18.). Driver seats with partial or full split lines on cockpit centerline for seat removal (with or without angled cut lines) will not be allowed. Driver seats must feature a central section minimum width of 12.00 inches with small removable sections outside the central section. It is important that the portion of the seat that provides lateral support of the pelvis is an integral part of the seat back.

9.17.2. Lap Belts. The use of an approved seat belt with a quick opening clasp is mandatory. Both the fastening design and condition of the belt is subject to the inspection of the Officials. Belt use shall not exceed three (3) years unless the performance of the belt is otherwise warranted by the manufacturer. Belts and hardware must meet the following requirements:

9.17.2A. Minimum width – 3.0 inches.

9.17.2B. Minimum thickness must be approved by Champ Car.

9.17.2C. Minimum tensile strength - 8,000 pounds (loop test).

9.17.2D. Metal-to-metal quick release buckle.

9.17.2E. Belt material to be as short as practical.

9.17.2F. Must be worn as tight as possible.

9.17.2G. Must be worn in such a manner that it passes around the pelvic area at a point below the anterior superior iliac spines. Under no condition may it be worn over the area of the intestines or abdomen.

9.17.2H. Must not pass over the sides of the seat. Must come through the seat at the bottom of each side thereby wrapping and holding the pelvic area over the greatest possible area.

9.17.2I. Seat belt adjusting hardware shall be fitted in a manner to minimize injury in case of impact. Hardware should be placed over fleshy areas of the body and away from bones. The use of harness pads is recommended.

9.17.2J. Seat belt mounts must not protrude in a manner that could possibly cause driver injury. These mounts and the attachments of these to the chassis must be designed to withstand loads equal to or greater than the minimum allowable tensile strength of the belts.

9.17.2K. Five or six point (crotch) belts connected to main belt quick release system are mandatory.

9.17.3. Shoulder Harness. The use of double over-the-shoulder military shoulder straps is mandatory (See Illustration 15). The “Sam Brown" single shoulder side thrust harness may be used in connection with the military type shoulder straps, but not in place of this type shoulder assembly. The shoulder harness must meet the following requirements and is subject to the inspection by the Officials:

9.17.3A. Two individual straps of adjustable length with metal ends designed to join the seat belt at the quick release mechanism thereby forming a single release point for the seat belt shoulder harness system are required. The shoulder harness mounting points must be installed so as to minimize both rotational and elevational movement of the driver.

9.17.3B. Minimum width – 2.0 inches. The minimum width of 2.0 inches applies to Schroth belts only. Shoulder harness belts provided by any other manufacturer must be a minimum of 3.0 inches.

9.17.3C. Minimum thickness must be approved by Champ Car.

9.17.3D. Minimum tensile strength - 3,000 pounds.

9.17.3E. Harness straps should be attached directly to a reinforced structural member of the race car close behind the driver's head and neck. At points of attachment they should be 4.0 to 6.0 inches apart. They should be attached to a line approximately 90 degrees to a line of the seat back and approximately level with the top of the driver's shoulders.

9.17.3F. Where the straps pass through the seat or body structure of the race car the edges must be rolled and/or grommeted to prevent cutting or chafing of the straps.

9.17.3G. Fasteners for driver restraint systems that are mounted through 0.062 inch thickness or less panels require a doubler of sufficient dimension to distribute loading. These mounts and the attachments of these to the chassis must be designed to withstand loads equal to or greater than the minimum allowable tensile strength of the belts.

9.17.3H. The harness should be worn as tight as possible. Harness adjusting hardware shall be fitted in a manner to minimize injury in case of impact. Hardware should be placed over fleshy areas of the body and away from bones. Harness pads must be fitted.

9.17.3I. Harness mounts must not protrude in a manner that could possibly cause driver injury. These mounts must minimize both extension and rotation of the driver during impact. Additional mounts may be required to achieve this provision.

9.17.3J. Primary shoulder strap mounts should be located in the seat back bulkhead at the same height as the driver's shoulders. The mounts should be positioned just inboard of the area where the straps cross the driver's shoulders.

9.17.3K. Additional straps, of the aforementioned specification, mounted to the floor of the chassis are recommended. These straps shall attach to the primary shoulder straps and include a separate adjustment mechanism.

9.18. HEADREST.
The area behind the driver's helmet must be constructed to minimize the effects of neck and/or head injuries in case of impact. This structure, exclusive of padding, is to be designed to deflect not more than 2.0 inches rearward when a force of 200 pounds is applied. Including the seat back and continuing upward, the surface facing the helmet must be continuous and without gaps. Contours must not prevent the torso and neck/head from moving as a single unit during impact. Under no circumstances shall sharp or protruding objects which could contact the helmet be allowed as a part of this surface nor shall such objects be positioned forward of a vertical projection of this surface. This structure shall be located as close as practical to the helmet when the driver's head is in the normal operating position and surfaces shall be designed to reduce point loading upon contact with the helmet and should be designed in conjunction with the seat back to allow acceleration of the thorax, spine and head together as a unit. Padding of high hysteresis foam of the following minimum dimensions must be fitted in the areas of most probable helmet contact to minimize injury in case of impact:

Thickness – 2.0 inches minimum

Height - extend from the base of the driver helmet with the driver seated in a normal driving position to within 6.5 inches of the top of the main rollover hoop

Width - at least 7.0 inches wide at 10.00 inches from the top of the main rollover hoop

Whenever possible the contact area shall be perpendicular to the chassis reference plane. Foam must be covered to prevent environmental degradation.

9.19. TRANSMISSION.
Automatic transmissions are not allowed. Gear selection must be made manually by the driver by means of a mechanical linkage which may not be activated or assisted by hydraulic, pneumatic or electric/electronic devices. The transmission gear selection system must include a neutral position. At all road course events the transmission must have a reverse gear which can be engaged by the driver while he is seated in his normal driving position. Manufacturers must notify their customers of any changes that affect gear compatibility not later than twelve (12) months before the start of the racing season for which such change(s) are to be effective.

9.20. DIFFERENTIAL.
The differential may not be electronically controlled. The limited slip system may incorporate a pump(s). A spool must be fitted at all oval events. Driver controlled differentials are prohibited. Differential systems must be approved by Champ Car for compliance to the technical rules. All approved systems must be commercially available for sale to all entrants.

9.21. STARTER.
Provision must be made to start the engine without pushing or towing for the start of the race.

9.22. PUMPS.
Pumps or compressors may not be used to provide the motive force to power any in-car system or accessories unless otherwise specifically provided for herein, i.e., lubrication and cooling of the engine, lubrication and cooling of the gearbox, engine turbocharging, fuel transfer, suspension dampening, differential limited slip systems, master cylinders to operate clutch and brake systems and similar systems utilizing a master and slave cylinder(s) to actuate systems provided always that any such system is not in conflict with current rules and are acceptable upon approval of the installation and description of the system function. Such systems must be controlled by the driver and may not be influenced by the electronic or mechanical logic.

9.23. MULTI-FUNCTIONAL PRIMARY CONTROLS.
The action of the steering wheel, throttle, brake pedal or clutch pedal is limited to the control of only the functions normally associated with each of these components.

9.24. LIFTING EYE.
A lifting eye capable of supporting the load of the disabled race car must be fitted forward of or to the forward face of the rear wing end post. The eye must be unencumbered by any body work or any other part of the race car. Hole diameter - 0.75 inch minimum.

9.25. RACE CAR NUMBERS.

9.25.1. Assignment. All race car numbers are assigned by the Race Director or his designee. Race car number one (1) will be awarded to the Champ Car Series champion driver for use in all Champ Car World Series races during the reigning champion driver's season. Should the Series champion driver not participate in the series during his reigning season, then the number may be used during that season by the Series champion team. Use of number one (1) is not cause to relinquish the competitor's permanently assigned number. Numbers two through ninety-nine will be assigned on a permanent basis. In recognition of the lifetime achievements of race car driver Greg Moore, car number 99 is forever retired from Champ Car competition.

Permanent car numbers may be voluntarily released at the end of a season by the holder. Upon payment of a car number registration fee equal to the season entry fee by February 14, a car number may be retained by the participant during one season of non-participation. This number will be released for permanent reassignment should the holder fail to declare his intention to participate in the next season with a paid season entry.

Upon submission of a paid full season entry by February 14, 2005 the opportunity to select a new car number from the list of unassigned numbers will be offered in the following order:

- Current team cars in the order of Championship points earned in the previous season.
- Additional cars to teams currently participating in the series.
- New teams entering the series.

9.25.2. Placement.

9.25.2A. Nose: This number must be composed of numerals of 8.0 inches minimum height in a background area 12.00 inches high and be centered astride the top center line of the chassis with the bottom edge of the numeral 24.00 inches below the bottom edge of the windscreen.

9.25.2B. Right and Left Rear Wing Endplates: These numbers must be composed of numerals a minimum of 6.0 inches high in a background area of 8.0 inches by 8.0 inches on the outside left and right rear wing end plates.

9.25.3. Specifications. Each number area must provide a minimum 1 inch border on all sides of the number, and a minimum of 1 inch separation between numerals. The minimum width of each numeral (other than the numeral 1) must be no less than 2.50 inches. The minimum stroke must be 1.00 inch. Paint scheme, graphics and race car lettering shall not conflict with the identifications of the assigned race car number. All race car numbers must be of contrasting colors to their surroundings, clearly removed from all other markings. In cases where race car paint schemes and markings are similar, additional identifying markings may be required by the Timekeeper. (Illustration 20A)

CHAPTER TEN
PENALTIES

10.1. GENERAL.
Any person violating these rules may be penalized. The penalties authorized herein are cumulative and not exclusive and may, at the sole discretion of the Race Director, when issued be specifically modified as he determines conditions warrant. The continuation or recurrence of any violation or unsafe action may result in an increased penalty. The authority to assess penalties is not limited to violations occurring during the course of a racing competition. The extent to which penalties are assessed is not subject to protest or appeal pursuant to 11.1.3.

10.2. FINES.

10.2.1. The Vice-President of Operations and the Officials shall have the authority to levy a fine not exceeding one hundred thousand dollars ($100,000.00 U.S.) against any person who violates any Champ Car rule.

10.2.2. Fines are payable within one (1) week and may be deducted from the prizes or purse money of the entrant with which the person fined is associated or from any applicable bond. All fines collected shall be remitted to the Champ Car Competition Department and shall become the property of Champ Car. Any delay in making payment shall result in the suspension of the person fined until the fine is fully paid.

10.3. COMPETITION PENALTIES.

10.3.1. Lap Penalties. The Race Director shall have the authority to assess lap penalties of one or more laps for violation of any Champ Car rule.

10.3.2. Time Penalties. The Race Director shall have the authority to impose a time penalty for the violation of any Champ Car rule.

10.3.3. Black Flag Penalties. The Race Director shall have the authority to assess black flag penalties for violation of any Champ Car rule. A black flag penalty shall consist of the penalized competitor being flagged into the pits where the car may be detained for consultation or for a period of time. Black flag penalties must be implemented under green flag conditions and fulfilled as instructed by the Officials. Where this is not possible, such penalty(ies) shall instead be assessed as a lap(s) or time penalty.

10.3.3A. During practice and qualifying, after leaving the pit lane, the penalized competitor must return to his pit as soon as possible after notification of the penalty.

10.3.3B. During a race, after leaving the pit lane, the competitor must pass the starters stand on the race track under a green flag condition after notification of the penalty and must return to his pit as soon as possible, provided the green condition is maintained.

10.3.4. Back of Pack Penalties. The Race Director shall have the authority to reposition a violator of any rule during a full course yellow condition. That competitor must remain in the repositioned place in line until the restart. Any competitor assessed this penalty may not enter his assigned pit box and receive service until the car has received the green flag on the race track. The Officials may assess any additional penalties they deem to be necessary or if an action by the violator or other action negates this penalty. When more than one competitor is penalized during the same yellow flag condition, the Officials will determine the order of the offending competitors at the end of the line.

10.3.5. It is the sole discretion of the Race Director as to whether or not the assessment of the penalty has been properly completed.

10.3.6. Loss of Position. The Race Director shall have the authority to assess a loss of position penalty of one or more positions to a competitor for violation of any Champ Car rule. This penalty may be assessed during a competition or after the competition has been completed. The loss of position will include, if applicable, the loss of point(s) and the loss of award(s). Point(s) and award(s) will be adjusted accordingly; but in any case, the point(s) or award(s) will not exceed that prescribed for the position assigned by the Race Director. In an action that involves more than one competitor, the Race Director may specify that the position(s), award(s) and point(s) are not awarded to another entrant/driver.

10.4. DISQUALIFICATION.
A disqualification from competition may be imposed by the Race Director for violation of any Champ Car rule. Any such disqualification will nullify any previous entry made by the person disqualified and any entry fee shall be forfeited.

10.5. EXCLUSION.
A person may be excluded by the Race Director or the Technical Director for violation of any Champ Car rule. The person excluded shall be prohibited from taking part in all or the remaining part of an event. Such exclusion will nullify any activity pursued by any competitor/entrant made after the time or lap set by the Officials for such exclusion. Persons excluded will be denied use of the course/track and pit area.

10.6. SUSPENSION.
A person may be suspended by the Race Director or the Technical Director for violation of any Champ Car rule. The period of suspension shall be limited to a maximum of one year. Suspension prohibits any further participation in any capacity in any Champ Car events during the term thereof. Suspension nullifies any previous entry relating to any event which will take place during the term of the suspension and will result in a forfeiture of any entry fees for such events. Any person who is suspended must surrender any Champ Car license or credential to Champ Car and the term of the suspension will not begin until such licenses are so surrendered. Persons suspended will not be issued credentials of any kind and the use of the course, the pits, and the garage area will be denied for events occurring during the term of the suspension.

10.7. SUSPENSION/REVOCATION OF CREDENTIAL.
Champ Car reserves the right to suspend or revoke any Champ Car issued credential for any access or credential misuse or violation of any Champ Car rule.

10.8. LOSS OF POINTS.
The Race Director or the Technical Director may assess the loss of some or all of the points accrued by any driver for the violation of any Champ Car rule, including the points earned in the competition during which a violation may occur. Point penalties shall be deducted from the season total and negative point totals are possible.

10.9. LOSS OF PRIZES, AWARDS AND DISTRIBUTIONS.
No entrant or driver who is excluded, suspended or disqualified in the course of or as the result of any competition may receive any prizes, awards or distributions as a result of that competition. In any such case, the Race Director shall announce the positions, prizes, awards and distributions as amended by any such loss.

10.10. PROBATION.
A period of probation may be imposed in addition to any of the aforementioned penalties. The terms and conditions of the probation and the consequences imposed if the conditions of the probation are violated are at the discretion of the Race Director.

10.11. BONDS.
Champ Car may require any member or associate member of Champ Car to post such bond as may be deemed necessary to assure compliance with these rules.

10.12. PUBLICATION.
Champ Car reserves the right to publish the fact of any penalty and no person referred to in any such publication shall have any right of action against Champ Car or any other person in any way connected with such publication.

CHAPTER ELEVEN
PROTESTS

11.1. RIGHT TO PROTEST.

11.1.1. Only Champ Car entrants, via their Team Managers, may file a protest and such protests may only be filed based on arguments bearing substantial nexus on the outcome of qualifying or the race.

11.1.2. Champ Car shall appoint three (3) Protest Judges for each event. They shall be independent and not involved as competitors or as Officials in any Champ Car sanctioned race event(s) during the year of such appointment.

11.1.3. Matters involving action taken against an entrant may only be protested by that entrant. Champ Car members other than entrants may protest only in cases specifically involving their own actions or conduct. Champ Car shall not accept protests regarding matters specifically stated in this Rule Book as not subject to protest or appeal. The decision to assess penalties pursuant to Chapter 10 of this Rule Book is not subject to protest or appeal. The decision of the Protest Judges to sustain or dismiss any protest is not subject to protest or appeal.

11.1.4. Failure to file a protest within 30 minutes of the posting of Official Results constitutes a waiver by the Team Manager of the entrant's right to protest or appeal.

11.2. PROTEST PROCEDURES.

11.2.1. Protests shall be submitted to the Race Director in writing and signed by the Team Manager of the protesting entrant. Upon receipt of a protest, the Race Director shall withhold any award which may be affected by the outcome of the protest until the protest has been finally adjudicated in accordance with this Rule Book.

11.2.2. Each protest shall be accompanied by a protest fee of five thousand dollars ($5,000) of which four thousand dollars ($4000.00 U.S.) shall be returned to the protesting party if the protest is ultimately sustained.

11.2.3. The protest shall identify the specific action, conduct or ruling being protested.

11.2.4. The Protest Judges shall review each protest submitted by Champ Car in order to determine if the matter is properly subject to protest. Any protest which the Protest Judges determine does not comply with the procedures set forth in this Rule Book shall be dismissed. The Protest Judges may return the entrant's protest fee at their sole discretion. A decision that any matter is not subject to protest is final and may not be appealed.

11.3. TIME FOR PROTESTS.

Protests must be filed within the applicable time period, as follows:

11.3.1. Protests pursuant to a race competition must be filed within (30) minutes of the posting of official race results.

11.3.2. Protests pursuant to qualifying must be filed within thirty (30) minutes after the posting of the official qualifying results.

11.3.3. Protests against any acts or omissions of drivers, entrants or any other Champ Car member must be filed within thirty (30) minutes after the posting of the official results for the applicable portion of the event.

11.3.4. Protests against any rules infraction must be filed within thirty (30) minutes of notice of the infraction.

11.3.5. The time limitations for protesting shall commence immediately from the time the results for the applicable portion of the event are posted at the Champ Car Competition Office.

11.4. HEARING OF PROTESTS.

11.4.1. Protests shall be heard by the Protest Judges at a protest hearing. The Protest Judges may participate in protest hearings remotely via conference call. The time for the hearing shall be set by the Protest Judges. The protesting party and all other interested parties, as determined by the Protest Judges, shall be notified of the time and place of the protest hearing as soon as possible.

11.4.2. Only Team Managers may represent protesting entrants during a protest. Protesting parties may not be represented by legal counsel. Failure of the protesting party to appear at the time and place set for the protest hearing shall result in immediate dismissal of the protest and Champ Car shall retain the protest fee.

11.4.3. The Protest Judges shall regulate the course of the protest hearing. The protesting party and Champ Car shall each have a maximum of thirty (30) minutes to present their case and may submit any evidence related to the action, conduct or ruling being protested. Other interested parties may be heard at the Protest Judges' discretion. There shall be no right of cross examination at the protest hearing, nor shall the proceedings be recorded. The protest hearing shall not be subject to any formal rules of evidence or procedure.

11.4.4. The Protest Judges must make a decision within twenty-four (24) hours after a protest hearing. The decision shall be written and shall be communicated to the protesting party and to Champ Car.

11.4.5. Under no circumstances may the Protest Judges order an event, as defined in Rule 6.1., or any portion thereof to be rerun.

11.4.6. Subject only to the right of appeal provided in Chapter 12 of this Rule Book, the decision of the Protest Judges shall be final, binding and not subject to litigation in any civil court or to any form of arbitration.

11.5. PUBLICATION.

Champ Car reserves the right to publish the results of any protest decision and no person referred to in such publication shall have any right or action whatsoever against Champ Car or against any other person in any way connected with such publication.

CHAPTER TWELVE
APPEALS

12.1. RIGHT TO APPEAL.

12.1.1. Provided that the protest procedures as required by this Rule Book have been properly completed, any Champ Car entrant shall have the right to appeal any decision or penalty issued against them under the authority of this Rule Book. There shall be no stay of enforcement of any such decision or penalty pending disposition of the appeal. Champ Car members and entrants shall have standing to appeal only in cases specifically involving their own actions or conduct.

12.1.2. Issues that are not subject to protest and all rulings, decisions, and any action taken by Champ Car with respect to such issues shall not be subject to appeal.

12.1.3. Only the interested parties to an appeal may be involved, in any way, in the appeals process. Appellants may not be represented by an attorney even if such attorney is an employee of the appellant.

12.1.4. Failure to appeal any ruling or decision in accordance with the procedures in this Chapter 12 shall nullify the right of appeal.

12.2. APPEAL PROCEDURE.

12.2.1. Written notice of appeal must be signed by the appellant, specifically identifying the decision or ruling being appealed and must be addressed to the Race Director. This written notice of appeal must be received at Champ Car's principal place of business in Indianapolis, Indiana not later than the end (5:00 p.m. Indiana time) of the second business day following notice of the decision or ruling being appealed. The notice of appeal must be accompanied by a concise written statement signed by the appellant, which shall include: (i) the facts underlying the appeal; (ii) the grounds for the appeal including the specific error(s) claimed; (iii) the issues appellant wishes to be reviewed by the appellate panel, which in appeals of protest decisions shall be confined to the protest; (iv) the specific rule(s) or regulation(s) involved; and (v) any other information the appellant feels may be useful for the appellate panel to review in advance of the appeals hearing. A list of all witnesses the appellant expects to call at the appeals hearing and copies of all documents must be included at this time. Witness lists shall be limited to three (3) total witnesses. The appellant must also submit to Champ Car an appeal fee of twenty-five thousand dollars ($25,000.00 U.S.) with the notice of appeal. This fee is non-refundable under any circumstance. Appeals of protest decisions shall be limited to the subject matter of the protest. Upon receipt of a notice of appeal, the Race Director shall, pending disposition of the appeal, withhold any award which may be affected by the outcome of the appeal.

12.2.2. Champ Car must submit a concise written statement to the Appellate Judge no later than the end of the second business day after the notice of appeal is filed. The written statement should include a review of all actions taken by Champ Car, the issues Champ Car wishes the appellate panel to review, the rules or regulations specifically involved and (vi) any other information which they believe may be useful for the appellate panel to review in advance of the appeals hearing. A list of all witnesses that Champ Car expects to call at the appeal hearing and copies of all documents must be included at this time.

12.2.3. The Appellate Judge may require further information or documentation as he deems necessary or appropriate.

12.2.4. Any appeal which fails to comply with the procedures set forth in this Rule Book may be dismissed by the Appellate Judge, at his sole discretion, and the subject matter of the appeal shall for all purposes be deemed null and void.

12.2.5. The Appellate Judge shall review the notice of appeal and the statement of facts and issues submitted by the appellant to determine whether the matter is properly subject to appeal. If it is determined that any of the issues raised by the appellant are not subject to appeal, the Chief Appellate Judge shall so inform the appellant and such issues will not be submitted to the appellate panel. If it is determined that the appellant has identified no issues properly subject to appeal, the appeal shall be dismissed. A decision that any particular issue is not subject to appeal shall be final, binding, non-litigable and not subject to any arbitration. The Appellate Judge shall submit any properly constituted appeal to an appellant panel as herein provided, along with the statements of facts and issues submitted by the appellant and Champ Car together with the original protest and decision and all other relevant documents or information. The Chief Appellate Judge shall have one (1) business day to consider and rule on any issues pursuant to the appeal.

12.2.6. There shall be no right of formal discovery, however; the interested parties shall comply promptly with any production of evidence directive from the Appellate Judge.

12.2.7. The parties shall have no right of compulsory process (i.e., to subpoena witnesses, etc.). However, the Chief Appellate Judge shall have discretion to dismiss the appeal or any portion thereof, if either party fails to produce any witness or document which the Appellate Judge has requested. In addition, the appellate panel many summon, either orally or in writing and at its sole discretion, any Champ Car member or other person to testify at the appeals hearing. The appellate panel may order any party to reimburse such member or other person's reasonable expenses. Any member summoned to testify who refuses to appear may be subject to disciplinary action as deemed appropriate by Champ Car.

12.2.8. Except as otherwise specifically provided, the appellant and all other interested parties shall pay their own expenses.

12.3. HEARING OF APPEALS.

12.3.1. Appeals shall be heard by an independent appellate panel, which shall consist of an Appellate Judge to be appointed by Champ Car, on a standing basis if possible, and two (2) Associate Appellate Judges whom the Appellate Judge shall appoint on a case by case basis. The Appellate Judges must not be involved as competitors or Officials in any Champ Car sanctioned race events during the year of such appointment or as a Protest Judge of the event giving rise to the appeal, nor have a personal stake in the outcome, nor any conflict of interest with any party to the appeal. Selection of the Associate Appellate Judges is otherwise within the sole discretion of the Appellate Judge.

12.3.2. The time and place for the appeal hearing shall be set by the Appellate Judge and shall be scheduled to commence no later than eight (8) days after the notice of appeal is received by Champ Car. The appeal hearing shall be held in a single day.

12.3.3. All interested parties as determined by the Appellate Judge shall be given not less than two (2) days notice of the time and place of the appeal hearing and shall be entitled to call any witnesses whose name appears on the list submitted by such party in accordance with this Rule Book. The hearing shall be confined to issues properly subject to appeal under this Chapter 12, and which were included in the written statements submitted by the parties to the appeal.

12.3.4. Failure of the appellant to appear at the time and place set for the hearing shall result in dismissal of the appeal, with the appeal fee to be retained by Champ Car.

12.3.5. Subject to all provisions of this Rule Book, the scope, conduct and course of the appeal hearing shall be regulated by the Appellate Judge.

12.3.6. There shall be no right of cross-examination at the appeal hearing, although any party may call any available witness to testify during the time allotted for such party's presentation. The proceedings shall be recorded. The hearing shall not be subject to any formal rules of evidence or procedure.

12.3.7. At the conclusion of the appeals hearing, the appellate panel shall deliberate and exercise reasonable efforts to reach a decision within sixty (60) minutes. In any event, the appellate panel shall reach and communicate its decision at least verbally to the appealing party and Champ Car no later than the end of the next business day, and a written decision shall be prepared and communicated to all interested parties as soon as possible.

12.4. POWERS OF THE APPELLATE PANEL.
The appellate panel may act by a majority consensus and shall have the following discretionary duties and authority:

12.4.1. To affirm, reverse or modify the decision or ruling being appealed. The appellate panel may not order an event, as defined in this Rule Book to be rerun.

12.4.2. To regulate the course of the hearing, make evidentiary rulings, examine witnesses and dispose of motions and procedural requests, and for good cause to extend or otherwise modify any time limitation prescribed in this Chapter 12.

12.4.3. To require the submission of written summaries of the positions of the parties, either before or after the appeals hearing.

12.4.4. To order the appealing party against whom a final decision is rendered to pay all costs and expenses incurred by Champ Car.

12.5. PUBLICATION.
Champ Car reserves the right to publish any appellate decision and no person or organization referred to in any such publication shall have any right of action whatsoever against Champ Car or against any other person in any way connected with such publication.

12.6. APPEALS TO A CIVIL COURT.

12.6.1. No person or entity aggrieved by any penalty assessed under this Rule Book or any other decision or action taken under this Rule Book shall have standing to institute a cause of action in any civil court. The decision of the appellate panel shall be conclusive, final, binding, non-litigable and not subject to arbitration.

12.6.2. The interpretation and application of this Rule Book and any supplementary regulations by Champ Car Officials shall be final, binding and non-litigable.

12.6.3. If any person or entity initiates or maintains litigation in violation of this Rule Book or any other provision of this Rule Book, that person or entity agrees to reimburse Champ Car for all costs of such litigation, including travel expenses and attorney's fees and all competition privileges shall thereafter be suspended indefinitely.